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GLASGOW
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FOREWORD.

* * * *

ONLY a few months have elapsed since Glasgow entered into its larger Kingdom, and although the citizens now accept as a matter of course the new designation, which, coincidentally, indicates the establishment beyond dispute of Glasgow's proud claim to be the Second City of the Empire, they are only beginning to feel the influence of the broader life which has been awakened by the extension of the municipal boundaries. Whatever may have been the regrets in some quarters that the individuality of neighbouring burghs would be practically lost from the moment of their absorption in Greater Glasgow, no one now denies that the concentration and unification of civic government will be of infinite value in the solution of great social problems that, more insistently than ever, invite the serious consideration of municipal authorities. ::

:: By the inflowing of the enriching currents of municipal activity which have marked the history of Govan and Partick, the civic centre of government in Greater Glasgow has been naturally quickened. Glasgow does not rest content with the credit of possessing a "model municipality," as applied to past achievements. Much has been done; more remains to accomplish before the fruits of the labours of the model municipality will be seen in a "model city." ::

:: Numerous as have been the records of civic and social life—and in this respect Glasgow stands an easy first among provincial cities—it has been thought fitting to commemorate the consolidation of Greater Glasgow by the publication of a volume enjoying official imprimatur, and in the following pages will be found many valuable articles relating to the work of the various departments of the Corporation, along with a few articles of what may be described as of more general interest, which form a setting or background for the others. ::

:: The publishers of "Greater Glasgow" desire to thank Lord Provost Stevenson, Mr John Lindsay, J.P., Town Clerk, and the other gentlemen in positions of authority who have contributed articles. To Mr Lindsay especially is due cordial recognition for the personal interest he has taken in the preparation of the volume. ::

:: "Greater Glasgow" does not pretend to be an exhaustive record of municipal activity, but is offered as a humble memorial of an interesting stage in the civic development of the city, in the hope that it may stimulate the dwellers in the Second City of the Empire to a fuller appreciation of their heritage. ::

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FIRST MEETING
OF COUNCIL OF
GREATER
GLASGOW



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FIRST MEETING OF COUNCIL OF GREATER GLASGOW.

Specially Photographed for *Greater Glasgow*.



Lord Provost Stevenson's Forecast.

MUNICIPAL ACTIVITIES OF THE NEAR FUTURE.

MESSRS HENRY MUNRO, LTD., have asked me, in connection with the publication of "Greater Glasgow," for my views on the direction which our municipal energies ought to take in the near future. This field cannot be adequately covered in a brief memorandum, but a few of the more salient points may be touched upon. ::

:: By the amalgamation with Glasgow of Partick, Govan, and Pollokshaws, and portions of the surrounding county areas, the civic administration of what has long been known as Greater Glasgow has been unified. Rutherglen still holds aloof, but in its own interest it will no doubt ask before long to be included. ::

:: The Crusade against Consumption is being carried on vigorously, owing largely to the impetus given to it by the passing of the National Insurance Act. The action already taken has demonstrated beyond doubt that the Housing Question is closely involved, and a strong committee of the Corporation has been charged with the removal of slums, the opening of congested areas, and the working out of a sound housing policy. Incidentally I may say that the adequate caretaking of tenement houses is generally admitted to be essential, and is therefore part of the Corporation scheme. ::

:: The Smoke Problem is receiving attention; there is already a substantial improvement in our atmosphere as compared with fifteen or twenty years ago, but much remains to be done. Committees are working at the various branches of the subject. One of these is considering the possibility of modifying the method of gas manufacture by the partial distillation of ordinary coal, instead of extracting all the volatile matters as at present. By the new method it is hoped that there will be obtained, as a by-product,

THE LORD PROVOST'S FORECAST

LORD PROVOST
D. M. STEVENSON



a fuel which, while practically smokeless, will burn easily in an ordinary grate. Other committees are pressing upon the citizens the more extensive use of gas and electricity for heating and cooking. In whatever way the problem is solved its solution will greatly improve the health and amenity of the city—sunshine being undoubtedly the best Sanitary Officer. ::

:: The Labour Party have been pressing for the adoption of Cottage

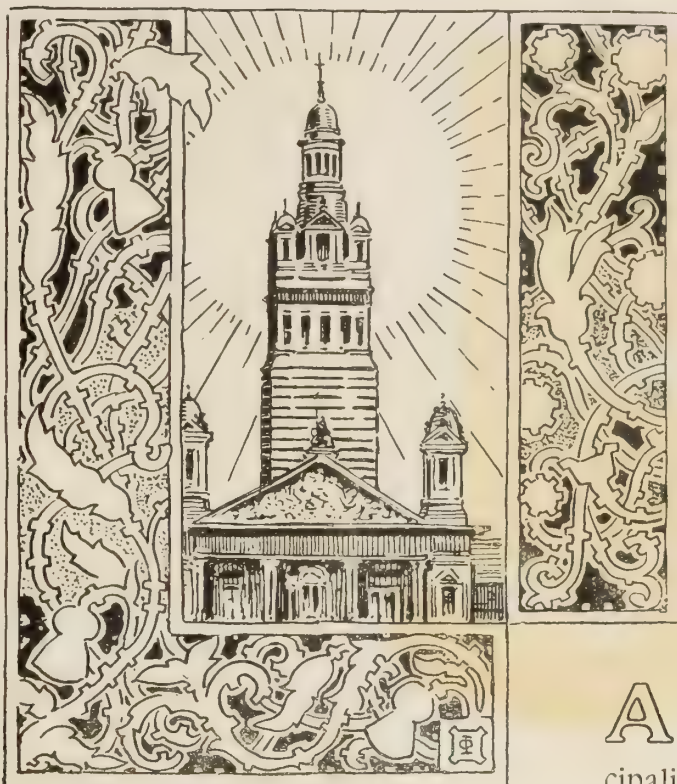
Housing. Along with several of my colleagues I have long asked for a substantial experiment in this connection at Hoggansfield, where the city has ample and suitable territory, and where an ideal Garden Suburb might be created, not only with desirable surroundings for its inhabitants, but also as a delightful pleasure resort for the whole of the citizens. ::

:: Unification, so far as Finance is concerned, is all but completed. In regard to electric power production it is still under consideration, but the absurdity of the present dual control of production is so manifest that unification cannot be much longer delayed if the Corporation's reputation for businesslike management is not to be endangered. ::

:: The Harbour Tunnel has been re-opened, but greatly increased cross-river facilities are still needed, both east and west of Jamaica Street. Regarding the former I said, half in jest, some years ago, that the Corporation might do worse than cover the river from Glasgow Bridge to Albert Bridge. By following the example of various places on the Continent, this area might be made into one of the most beautiful open spaces in the country, and at the same time it would give splendid cross-river facilities. ::

:: All these suggestions seem to me quite practical, but I have never approved of confining our work to the strictly utilitarian. Ideals which were called Utopian when put forward within our own lifetime are now carried out in our daily work, and the best wish I can formulate for my fellow-citizens is that there may never be lacking among them men and women able and willing to set before them high ideals, and to strive for their realisation. ::

D. M. STEVENSON.



... THE ...
MUNICIPALITY
TO-DAY.

By JOHN LINDSAY, J.P., Town Clerk.

A MEMBER of the Corporation asserting that Glasgow is "the greatest Municipality in the World," elicits the ungenerous retort (though he be truly a modest man, proud only of the city), that his design is periphrastically to belaud himself. This taunt could not be levelled at an official, no matter how unrestrained a commendation he might sing; for an official is well known to be a man who does but what he is told, humbly, and without hope or chance of earthly glory. Yet it is not the intention of the present writer, taking advantage of this immunity, to speak expansively of the leading position occupied by Glasgow among municipalities. After all, to be bigger than other places is not to be better; any more than to be better is necessarily to be within sight of perfection. Besides which, it has hitherto been found quite safe to leave our reputation for enterprise in the hands of the many students of municipal affairs who have come within our gates.

:: The title, "The Municipality To-day," suggests rather a monumental work than a short article, for the term "Municipality" embraces the whole of civic government. But as the principal departments of the Corporation are, fortunately, being dealt with elsewhere in this volume by their respective managers, the scope of this paper is necessarily very much restricted. Indeed, it is proposed merely to make a very few remarks about the city as extended by the Boundaries Act of last year, the passing of which is the occasion of this volume being issued, and to notice very briefly one or two departments which are not separately treated elsewhere.

:: THE 1912 BOUNDARIES BILL AS ORIGINALLY LODGED.—The Boundaries Bill as originally lodged proposed to incorporate with the city the royal burgh of Rutherglen, the police burghs of Govan, Partick, and Pollokshaws, certain populous places in the counties of Lanark, Renfrew, and Dunbarton, and also certain fairly extensive tracts of agricultural land. This extension would have had the effect of adding to Glasgow

THE
MUNICIPALITY
TO-DAY

THE MUNICIPAL
BUILDINGS



an area of 20,027 acres (her existing area was only 12,975 acres), a population of 280,660, and a valuation of £1,661,051. ::

:: THE BILL AS PASSED.—The result of the compromises, which effected the withdrawal of the opposition and the passing of the Bill, is that the following burghs and districts are amalgamated with the city, viz. :—

	Acreage.	Population.	Valuation.
Burgh of Govan	1,319	91,981	£486,556
Burgh of Partick	965	66,849	413,344
Burgh of Pollokshaws	173	12,932	51,767
Districts in Lanarkshire	1,748	26,114	122,569
Districts in Renfrewshire	1,385	22,517	175,022
Districts in Dunbartonshire	521	3,598	56,022
Area in bed of Clyde	97	—	—
Totals	6,208	223,991	£1,305,280

:: It will be seen from these figures that the difference between the Bill as lodged and as passed is principally a difference in acres. The differences in population and valuation are not so marked. The net result is that the acreage of Glasgow has been increased from 12,975 to 19,183 ; the population (Census Report figures) from 784,496 to 1,008,487 ; and the valuation from £6,002,395 to £7,307,675. ::

THE
MUNICIPALITY
TO-DAY



THE
BANQUETING
HALL



THE
SATINWOOD
RECEPTION
ROOM

:: AREA AND DENSITY OF POPULATION.—Prior to the present extension there was no city in the United Kingdom with so large a population within so limited an area ; and the following figures show that the density per acre in the extended city is still very much higher than in the chief towns in England :—

			Acreage.	Population.	Average Number of Persons per Acre.
Glasgow—before extension	..	..	12,975	784,496	60·4
after extension	..	..	19,183	1,008,487	52·5
Liverpool	..	..	19,502	746,566	38·2
Manchester	..	..	21,646	714,427	33·0
Birmingham—before extension	..	..	13,477	526,030	39·0
after extension	..	..	43,537	840,372	19·3
Sheffield	..	..	23,662	454,653	19·2
Leeds	..	..	21,572	445,568	20·6
Bristol	..	..	17,004	357,059	20·9
Bradford	..	..	22,843	288,505	12·6
Newcastle	..	..	8,453	266,671	31·5
Nottingham	..	..	10,935	259,942	23·7
Leicester	..	..	8,586	227,242	26·4

:: Had the Bill been passed as lodged, the density per acre in Glasgow would have been 32·3, and some critics of the settlement made with the counties are dissatisfied that so much rural area was dropped out of the Bill. It is interesting to reflect that within the 19,183 acres which comprise Greater Glasgow there reside more than one-fifth of the total population of Scotland. ::



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:: FINANCE.—As at 31st May, 1913, the Loan Debt of the Corporation amounted to £14,813,848; whilst the assets of the Corporation were £25,215,322, and the liabilities £16,203,219, leaving surplus assets of £9,012,103. The authorised borrowing powers of the existing departments of the Corporation amount to £26,044,449. Of this sum £21,632,484 have been borrowed, leaving unexhausted borrowing powers of £4,411,965. The amount borrowed has been repaid to the extent of £7,758,993, leaving the total amount outstanding at 31st May, 1913, at £13,873,491. To this last-mentioned figure fall to be added £940,357—being borrowings on revenue account, the amount of outstanding gas and water annuities, and Common Good sundry loans—to bring out

£14,813,848, the figure given above as the total loan debt of the Corporation to the public. ::

:: POLICE DEPARTMENT.—The largest department of the Corporation is the Police Department, which includes policing, lighting, fire brigade, roads, streets, cleansing, health, hospitals, meat inspection, baths and wash-houses, sewage purification, and building regulations; also the bacteriological and chemical sections of the city's work, and sub-committees charged with the duties relative to air purification and the prevention of tuberculosis, and of infantile mortality. These various sections of the Police Department are usually spoken of, for the sake of convenience, as being separate departments, and the larger of them are so dealt with in this book. ::

:: The Health Department of the city is being dealt with elsewhere by the Medical Officer. But there are three other departments not being separately noticed whose operations have a not inconsiderable influence on the health of the people, namely:—the Cleansing, the Sewage Purification, and the Baths Departments. These departments and several others (notably those charged with the lighting and the maintenance of our roads and streets) do not bulk so largely in the public eye as, for example, the Tramways



THE MARBLE
STAIRCASE

THE
MUNICIPALITY
TO-DAY

THE LORD
PROVOST'S
ROOM



A MARBLE
VISTA



Department, with its monotonous slaughtering of records; yet they are even more necessary. But, of course, no man exults in the possession of mere necessities, though he will boast about his motor car. ::

:: CLEANSING. — The Cleansing Department, with its staff of about 1800 men and nearly 400 horses, and a plant which includes over 700 railway waggon, deals annually with nearly 400,000 tons of refuse, besides attending to the sweeping and watering of the streets and roads. The annual cost of the department is about £138,000, over and above considerable profits accruing from the sale of manure and of "clinker" (the residuum produced by the cremation of refuse), the utilisation of old tins, galvanised iron, and the collection of waste paper. ::

:: The department owns three estates, comprising 1509 acres, and, in addition, holds 95 acres on lease. Farm operations are being carried on without burden on the rates. ::

:: Experiments are at present being made with motor street sweeping machines and refuse removal vans. ::

:: SEWAGE.—The authorised borrowing powers of the Corporation for the Sewage Purification Scheme amounted at 31st May, 1913, to £2,380,680, of which all but the sum of £8285 has been exhausted. Instead of being poured into the river Clyde, the crude sewage is conveyed by the main drainage scheme to Dalmarnock, Dalmuir, and



MR JOHN
LINDSAY, J.P.,
TOWN CLERK.

Shieldhall Sewage Purification Works, and treated by chemical precipitation. Although as the result of this great expenditure of money the river Clyde has been purified to an enormous extent, yet a really pure Clyde, beloved of fishes as of old, cannot be regained until various Authorities on the upper reaches and on tributaries of the river adopt, or are by law compelled to adopt, measures as drastic as Glasgow has done. ::

:: BATHS AND WASH-HOUSES.—The Corporation owns fourteen Public Baths, with Wash-houses and Laundries attached, and three additional establishments are being erected. There are, in addition, three Public Wash-houses or Laundries without bathing accommodation. The capital expenditure in connection with the establishments at present being used was £307,012, exclusive of the cost of sites. The small charge made to the public using the Baths does not meet the expenditure; but, as has been said, they are regarded as a good public health asset. Experiments are at present being carried out for the filtration and aeration of water used in the swimming baths. ::

:: LIGHTING.—The streets of the city are lighted by 25,959 gas lamps, and about 30 miles of electric arc lamps. Common stairs are lighted by 83,875 gas and electric lights. For the purpose of lighting, extinguishing, and maintaining the lamps, the Superintendent of Lighting has a staff of 1056 men. The whole annual cost of the department is £120,000; but there is doubtless much in the argument often submitted that the necessity for police vigilance is diminished as the street lighting becomes more efficient. Much has been done in this direction during recent years, and at the present time important experiments are being made with high-pressure gas lighting. ::

:: FOREIGN ANIMALS WHARVES.—The Corporation are the Local Authority under the Diseases of Animals Acts. As such, they hold on lease from the Clyde Trustees 36,300 square yards of ground at Merklands (in the former burgh of Partick), and have there established a large new Wharf, opened in May, 1907. The buildings and plant cost over £85,000, and there is accommodation for 2800 cattle and 2000 sheep. There are also rooms for slaughtering, chilling, &c. This wharf is the only one at which foreign animals are landed in Scotland. Since 1879 it and other wharves previously owned by the Corporation have been the chief source of supply of foreign animals for the meat supply of Glasgow and the surrounding burghs and counties. Yet Glasgow alone has had to bear, and still bears, the responsibility for the capital outlay of over £200,000 for these wharves and landing-places. On the working of the Merklands Wharf between its opening in 1907 and 31st May, 1912, there was a large deficit, which fell entirely upon Glasgow, although during the year 1911, 43 per cent. of the traders interested came from places outwith the city. Of course, this percentage is somewhat diminished since the extension of boundaries, but is still very considerable. ::

:: NUMBER OF EMPLOYEES, &C.—These few notes are only a slight supplement of the fuller articles by the managers of the larger departments. Town Councillors will agree that only by experience is it possible to realise the great volume and extraordinary variety of the work that goes rolling on year after year under the Corporation's control; no amount of description can convey an adequate estimate of it. But perhaps a very slight idea of it may be gathered from the fact that it involves the employment of nearly 17,000 persons, with an annual wage bill of almost £1,300,000. ::





THE NEW FRONT, MUNICIPAL BUILDINGS.

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ONE of the first fruits of the extension of the municipal area—a tangible token in stone and lime—will be the enlargement and improvement of the palatial Civic Chambers. On Thursday, 11th September, 1913, the Corporation approved of an important scheme of extension of the Municipal Buildings, estimated to cost £168,228. The architectural weakness of the imposing structure is the lack of relief in the George Square elevation. There is much virtue in the broken line, especially in dark-hued stone, which gains little benefit by the free play of light. This fault will be remedied, or minimised, by the new design. The centre portion of the main front will be advanced to the edge of the pavement, so as to form a portico. Internally, the Council Chamber gains by this new arrangement; the entrance hall of the buildings remains unchanged. Additional space will be given to the Council Chamber, and ample seating accommodation will be provided for the members of the Corporation by the completion of the circle of benches. The Lord Provost's chair will be removed to the opposite side of the room, and will face towards George Square. The lighting will be from above. An ante-room for the Lord Provost, and cloak rooms and retiring rooms will be added, the new accommodation entailing the projection of the building some distance into the quadrangle at the rear. The illustration on the opposite page is from a perspective drawing from the plans of the architects, Messrs Watson & Salmond. ::

:: New buildings will be erected on the east side of John Street. The Burgh Court Hall will be transferred to the new block, making way for smoking, writing, and reception rooms for the use of members. There will be a readjustment of the committee rooms, and a room will be provided for the Lord Provost's secretary. A new staircase and elevator will be added at the south-east angle, in close proximity to a corridor communicating between the old buildings and the new buildings on the east side of John Street, and carried over handsome arches which span the pavements and roadway. ::

:: In planning the new buildings in John Street, the architects have given careful thought to the future requirements as well as to present needs, and a harmonious scheme

THE MUNICIPAL
BUILDINGS
EXTENSION



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has been devised which will bring into architectural unity the Municipal Buildings in the site between John Street and Montrose Street. The Burgh Court Hall will be placed on the street floor, with an entrance direct from John Street. Adjoining the Court room will be the Magistrates' room and retiring rooms. The space allotted to several of the departments will be amplified—notably the Assessor's, Medical Officer's, Bacteriologist's, and Sanitary Departments. ::

:: These additions constitute the most important alteration to the Municipal Buildings since their completion nearly 30 years ago. The cost up to the present has been £551,378, and by the time the proposed alterations are carried out nearly three-quarters of a million will have been expended in housing the principal administrative departments of the Corporation of Glasgow. ::

THE EARL OF
ROSEBERY,
K.G., K.T.

THE EARL OF ROSEBERY,

K.G., K.T.

: : THE DONOR OF THE MACE. : :

LORD ROSEBERY, who by a recent gracious gift replaced the long missing Civic Mace, is at once the most picturesque and the most distinguished of living Scotsmen. There ought not to be a dull line in his biography when it comes to be written. May that day be far distant.

: : Though now in retirement, his Lordship is almost as much a public figure as he was when Prime Minister, 18 years ago. No great National function is complete without him. He is "par excellence" Scotland's Orator-in-Chief. Few, if any, living speakers can equal Lord Rosebery in his felicity of phrasing, in the delicious crispness of his humour, in the subtlety of his mordant but subdued strokes of irony, and in his consummate mastery of the art of style. His speeches are not only a delight to hear, but a delight to read. : :

: : Notwithstanding the fact that in the course of the last two centuries only one of the Lords Rosebery married a Scotswoman—a sister of the 4th Duke of Argyll—and that he was born in London and educated at Eton and Christ Church, the subject of this note is a Scot "pur sang," absolutely un-Anglified. It is not difficult, perhaps, to account for this. Unlike many illustrious Scottish families which emerge into the dim twilight of history already powerful, but of origin unknown, the Primroses can be traced direct back to the soil, and the details of their rapid rise to the peerage through the profession of law will be found in every reliable collection of National biography. Closer links of association thus connect Lord Rosebery with the great mass of his countrymen than in the case of



THE EARL OF
ROSEBERY,
K.G., K.T.,

*Chancellor of Glasgow
University*

the heads of races which, though they may not boast Norman blood, are of unknown or anyway alien extraction. ::

:: Lord Rosebery has been in turn Lord Rector of three Scottish Universities—Aberdeen, Edinburgh, and Glasgow—of which last he has been Chancellor since 1908. As Rector he was the idol of the students. He is, however, equally a favourite of the plutocracy, the cognoscenti, and the man-in-the-street. The first know him to be a man of great possessions, who has held the highest office in the State, the second recognise him as a bookman and a dilettante of genius, and the third remember that he is a triple winner of the Derby. Undoubtedly the donor of the Mace is a remarkable man, perhaps a great man, and if so, all the greater because he is human in every fibre. ::



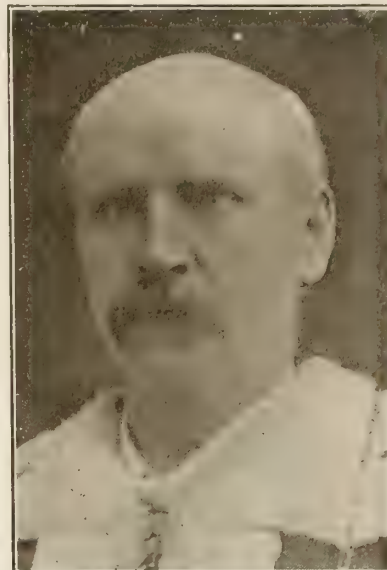
PORTRAITS
 OF TOWN
 COUNCILLORS



Bailie THOMAS PAXTON
 (*Blackfriars*).



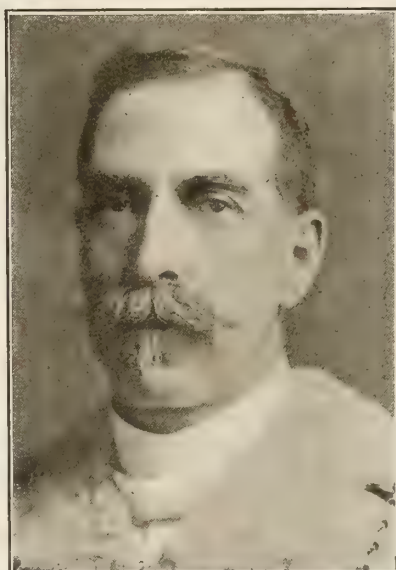
Bailie JAMES WATSON STEWART
 (*Blythswood*).



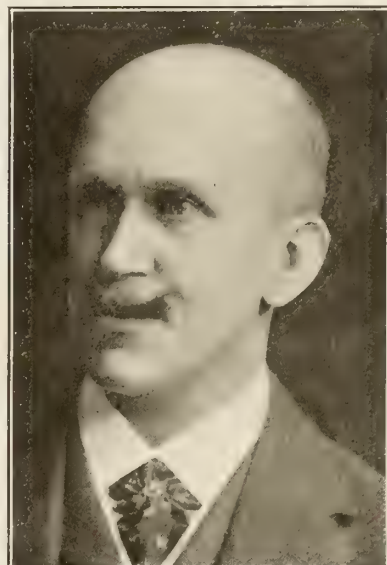
Bailie ROBERT KIRKLAND
 (*Springburn*).



Bailie THOMAS McMILLAN
 (*Kinning Park*).



Bailie WILLIAM BROWNHILL SMITH
 (*Exchange*).



Bailie JAMES STEWART
 (*Broomielaw*).



Bailie DAVID MASON
 (*Exchange*).



Bailie ROBERT SLOAN
 (*Kinning Park*).



Bailie JOHN WILLIAM PRATT
 (*Woodside*).

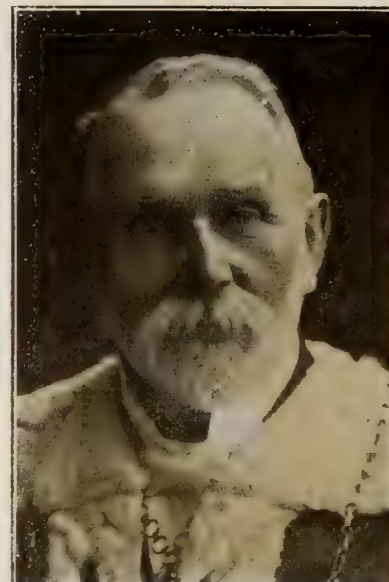
PORTRAITS
 OF TOWN
 COUNCILLORS



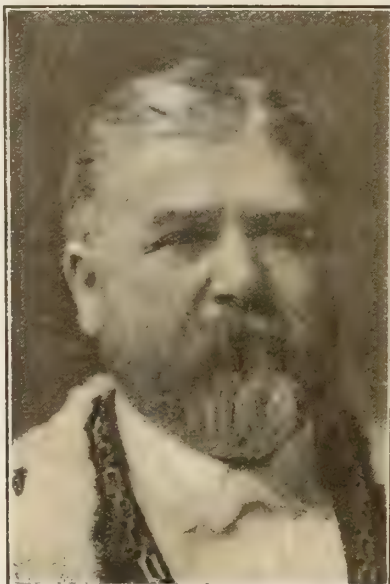
Bailie ALLAN M'LYMONT URE
(Cowdairs).



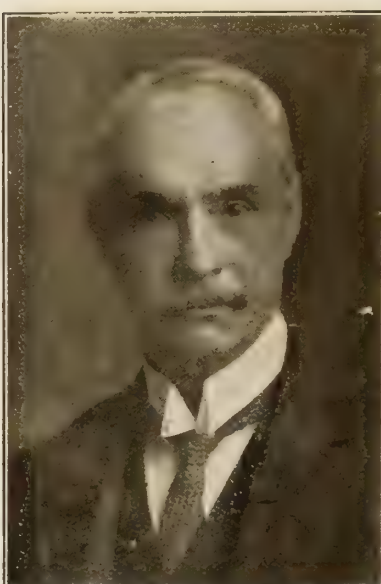
Bailie JAMES BARRIE
(Dennis'oun).



Bailie WILLIAM MACLURE
(Woodside).



Bailie DAVID POLLOK M'KECHNIE
(Ibrox).



Bailie THOMAS STARK BROWN
(Partick East).



Bailie EDWARD M'CONNELL
(Kingston).



Bailie GEORGE DICKSON MORTON
(Govanhill).

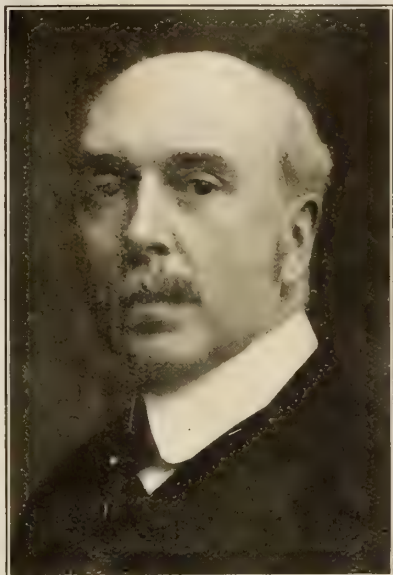


Bailie HENRY FORSYTH
(Dalmarnock).

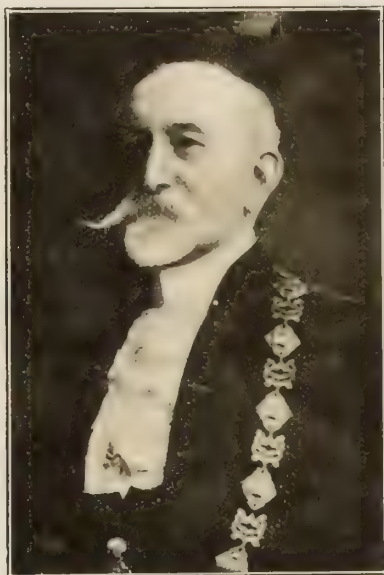


Ex-Bailie JOHN CONNEL KING
(Blythswood).

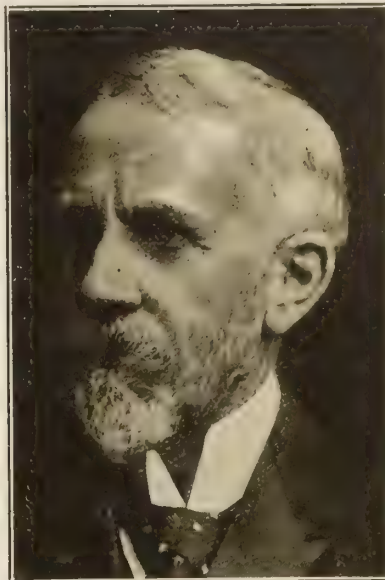
PORTRAITS
 OF TOWN
 COUNCILLORS



Mr J. ARCHIBALD ROXBURGH,
Dean of Guild.



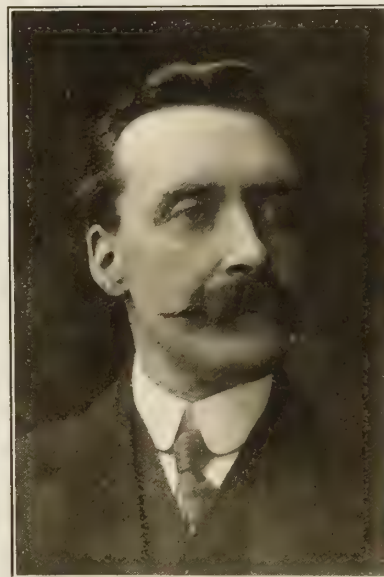
Deacon-Convener ANDREW GRAHAM
 SERVICE.



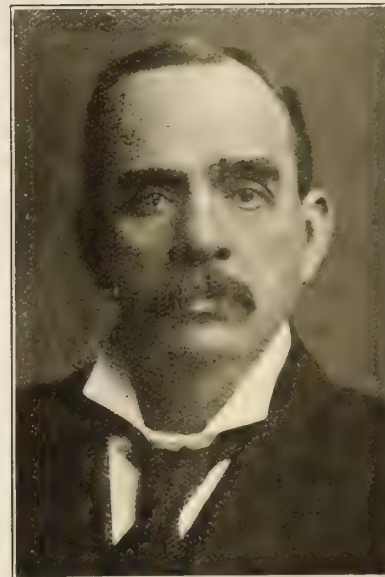
Treasurer A. BRYCE KIRKPATRICK
(Sandyford).



River Bailie WILLIAM NICOL
(Calton).



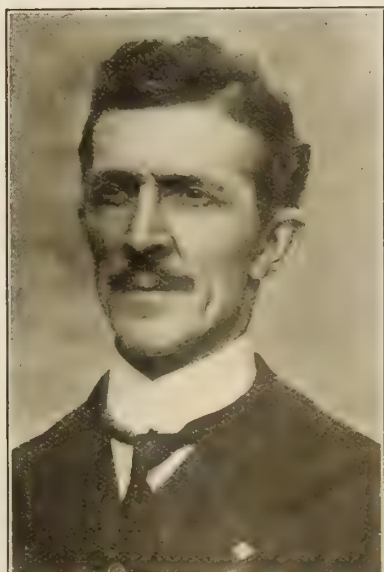
Councillor T. R. DALWAY AGNEW
(Partick West).



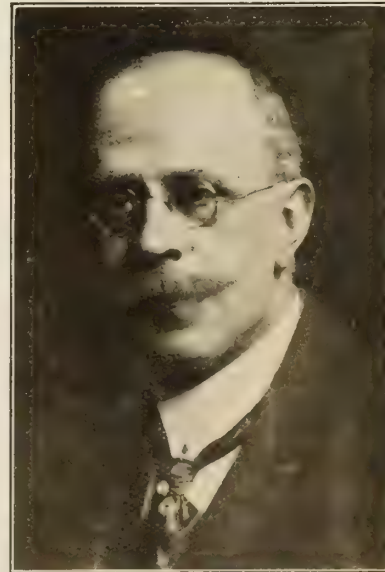
Councillor HUGH ALEXANDER
(Whitevale).



Ex-Bailie JOHN BATTERSBY
(Hutchesontown).



Councillor HAMILTON BROWN
(Dalarnock).

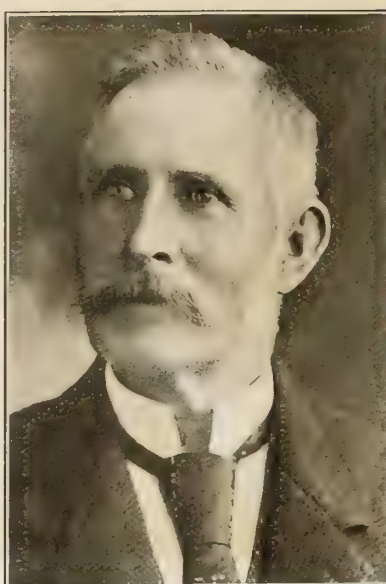


Councillor R. S. BROWN
(Anderston).

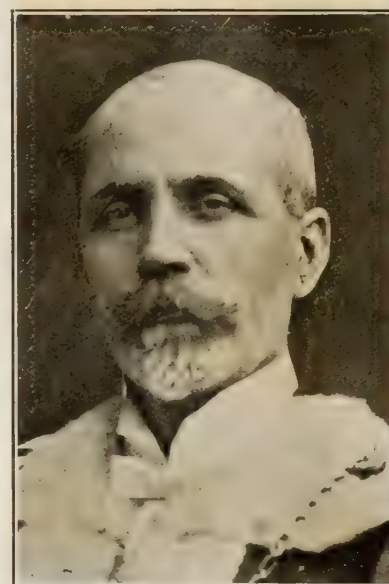
PORTRAITS
 OF TOWN
 COUNCILLORS



Councillor J. MORISON BRYCE
 (Cowcaddens).



Councillor JAMES CAIRNS
 (Cowcaddens).



Ex-Bailie ARCHIBALD CAMPBELL
 (Gorbals).



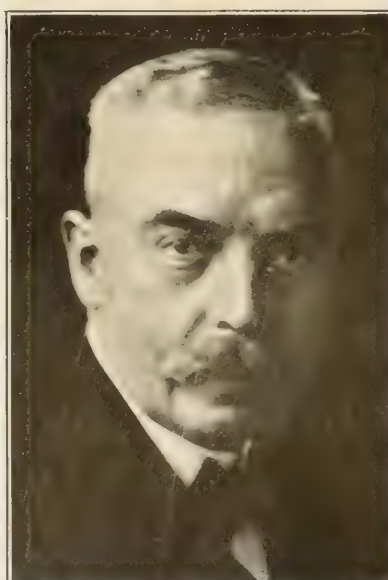
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 (Plantation).



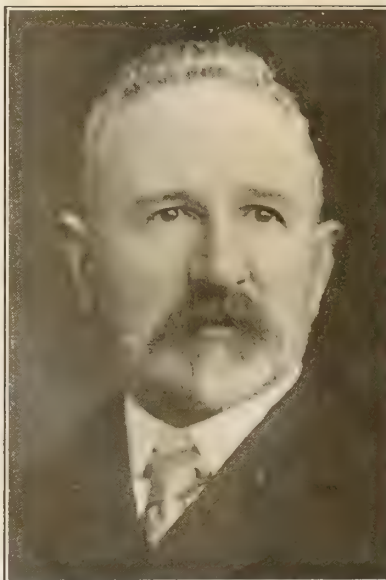
Councillor W. W. CAMPBELL
 (Maryhill).



Councillor CHARLES CARLTON
 (Blythswood).



Councillor J. ARROL CRERAR
 (Cathcart).



Councillor GEORGE DOTT
 (Shettleston and Tollcross).



Councillor J. COWAN DRUMMOND
 (Govanhill).

PORTRAITS
 OF TOWN
 COUNCILLORS



Ex-Bailie THOMAS DUNLOP, D.L.
(Broomiclaw).



Councillor J. OLIVER EARLY,
(Springburn).



Councillor Dr JAMES ERSKINE
(Anderston).



Councillor ANDREW FORBES
(Dennistoun).



Councillor Dr WILLIAM GEMMELL
(Jordanhill).



Councillor ANDREW SCOTT GIBSON
(Plantation).



Councillor WM. VASS GRAHAM
(Shettleston and Tollcross).

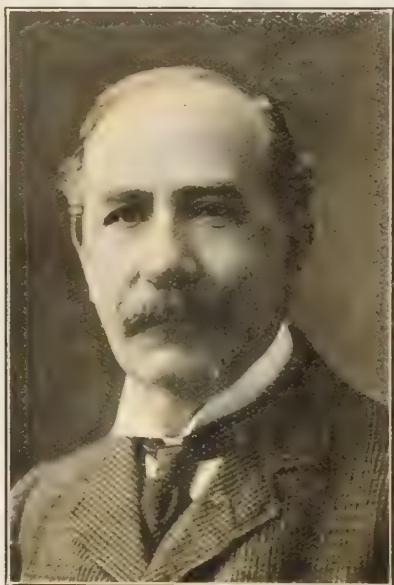


Ex-Bailie EDWARD GUEST
(Anderston).



Councillor WM. D. HAMILTON
(Maryhill).

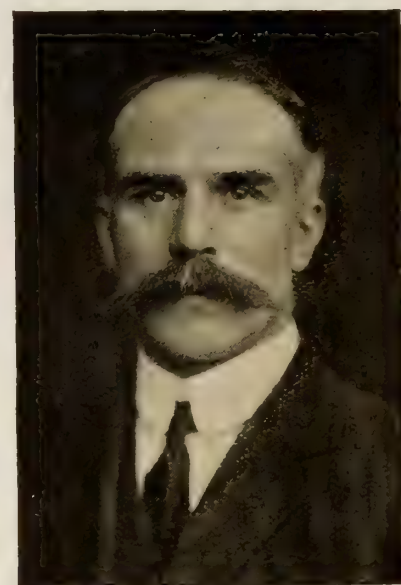
PORTRAITS
 OF TOWN
 COUNCILLORS



Councillor WM. HAY HANNAY
(Kelvinside).



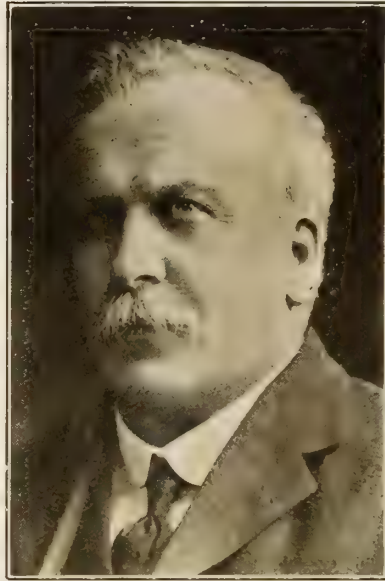
Ex-Bailie J. HUNTER, Master of Works,
(Langside).



Councillor ROBERT HUNTER
(Mile-End).



Councillor THOS. H. HUTCHISON
(Park).



Councillor JOHN IZETT
(Partick Central).



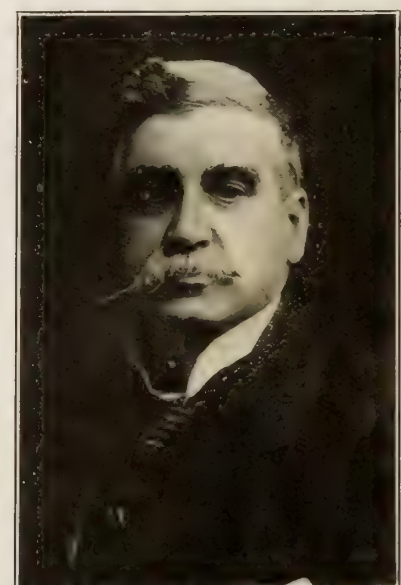
Councillor A. M. JOHNSTONE
(Partick West).



Councillor THOMAS KELLY
(Partick East).



Councillor JAMES KIRKWOOD
(Plantation).



Councillor THOMAS LOGAN
(Govan Central).

PORTRAITS
 OF TOWN
 COUNCILLORS



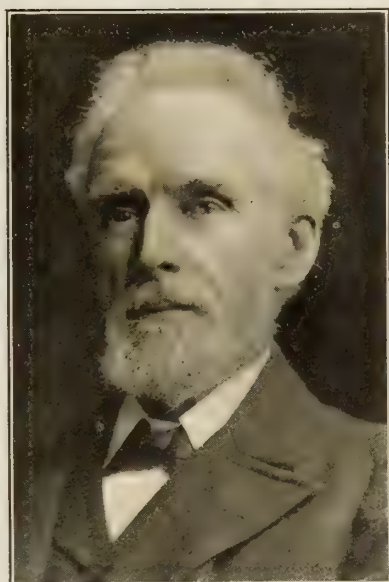
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(Townhead).



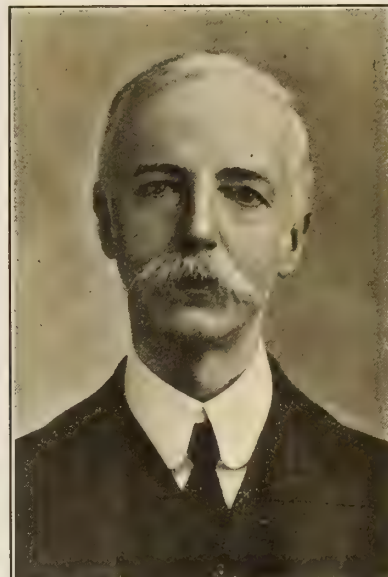
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(Mile-End).



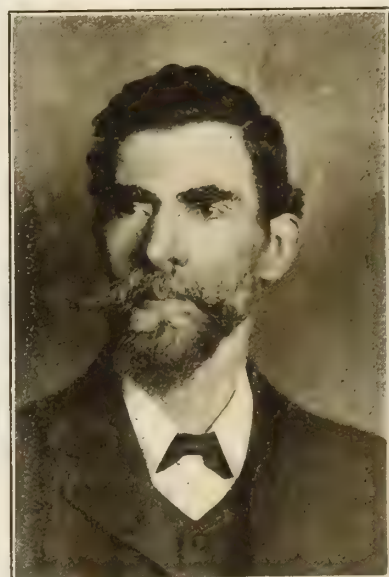
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(Springburn).



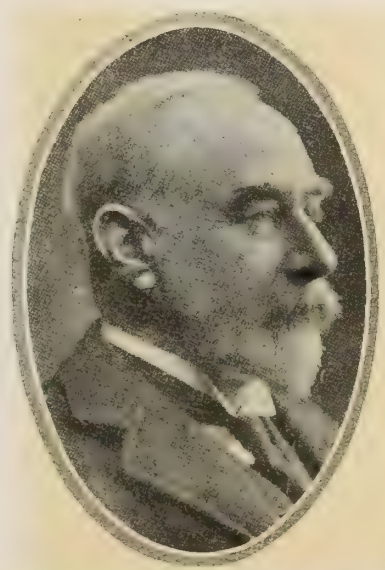
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(Partick Central).



Ex-Bailie MATTHEW W. MONTGOMERY
(Gorbals).



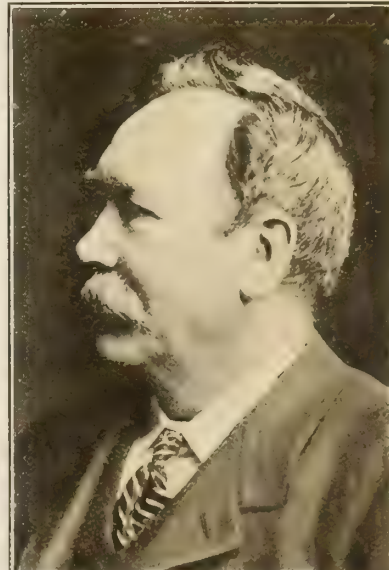
Councillor JOHN MUIR
(Whitevale).



Ex-Bailie J. BRUCE MURRAY
(Park).



Councillor ALEX. M'CLURE
(Kinning Park).



Councillor HUGH M'CULLOCH
(Langside).

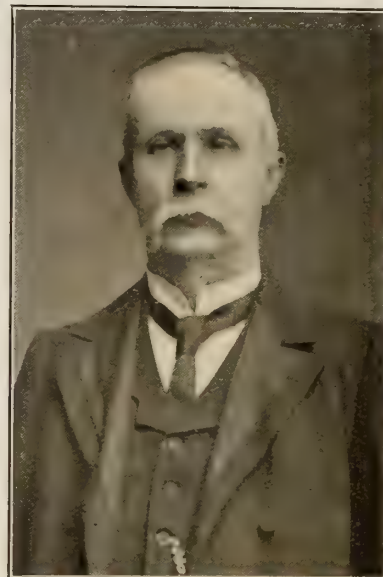
PORTRAITS
 OF TOWN
 COUNCILLORS



Councillor ANDREW MACDONALD
(Pollokshields).



Councillor R. DOUGALL M'EWAN
(Sandyford).



Councillor Dr J. F. M'FADYEN
(Fairfield).



Councillor ROBERT MACNAB
(Pollokshaws).



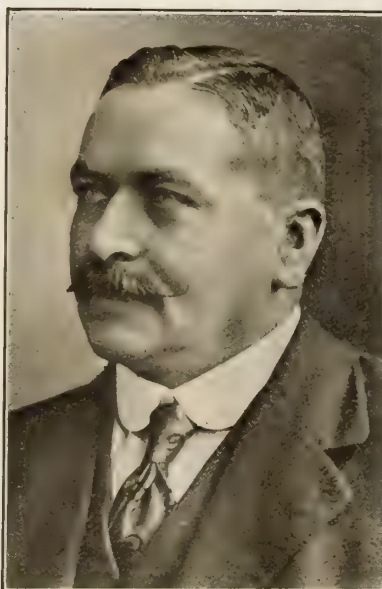
Councillor JOHN M'WHIRR
(Cathcart).



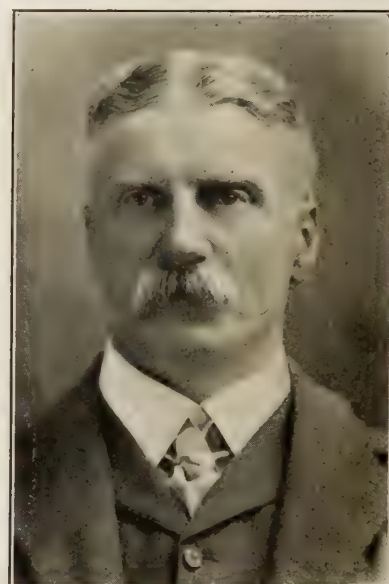
Councillor WILLIAM NIMMO
(Govan Central).



Councillor JAMES BAIN PATERSON
(Partick Central)



Councillor ROBERT S. RENFREW
(Sandyford).



Ex-Bailie WILLIAM F. RUSSELL
(Park).

PORTRAITS
 OF TOWN
 COUNCILLORS



Ex-Bailie RODERICK SCOTT
 (Calton).



Councillor ROBERT SHANKS
 (Whitevale).



Councillor THOMAS W. SHEDDEN
 (Jordanhill)



Councillor MATTHEW SIMPSON
 (Ibrox).



Councillor JOHN SMITH
 (Blackfriars).



Ex-Bailie JAMES STEELE
 (Pollokshields).



Councillor JAMES STEWART
 (Townhead).



Councillor JAMES A. STEWART
 (Jordanhill).



Councillor JOHN STEWART
 (Hutchesontown).

PORTRAITS
 OF TOWN
 COUNCILLORS



Councillor J. P. TAYLOR
 (Fairfield).



Councillor ALEX. RANKIN TURNER
 (Townhead.)



Ex-Bailie EDWARD WATSON
 (Broomielaw).



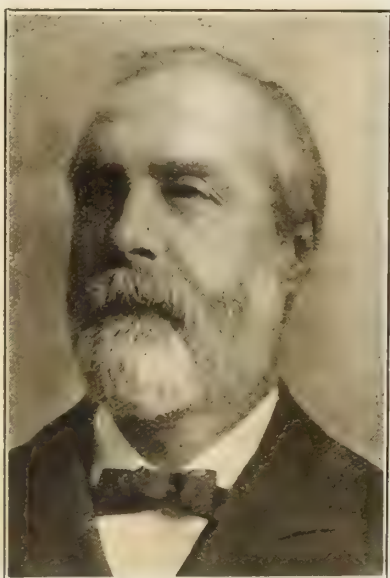
Councillor A. MUIR WELSH
 (Govanhill).



Councillor JAMES WHITEHEAD
 (Govan Central).



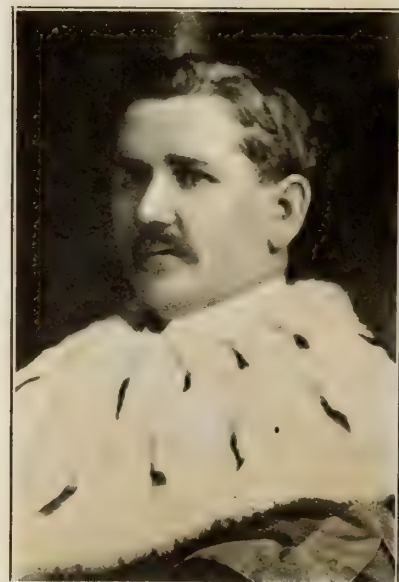
Councillor Dr HENRY WHITEHOUSE
 (Partick East).



Councillor ALEXANDER WHITSON
 (Cowcaddens).



Ex-Bailie JAMES WILLOCK
 (Dalmarnock).



Councillor JAMES WILSON
 (Fairfield).

PORTRAITS
 OF TOWN
 COUNCILLORS
 AND OFFICIALS



Councillor ROBERT WILSON
(Partick West).



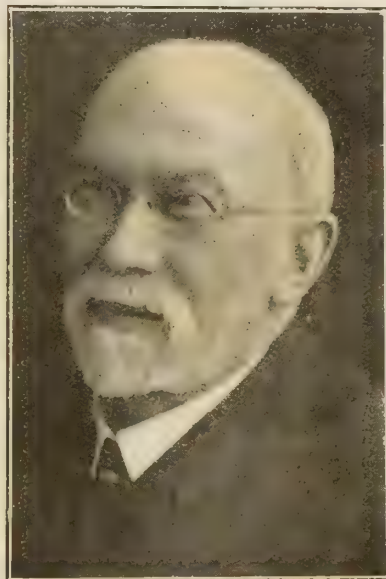
Ex-Bailie JAMES YOUNG
(Kingston).



Councillor THOMAS YOUNG
(Kelvinside).



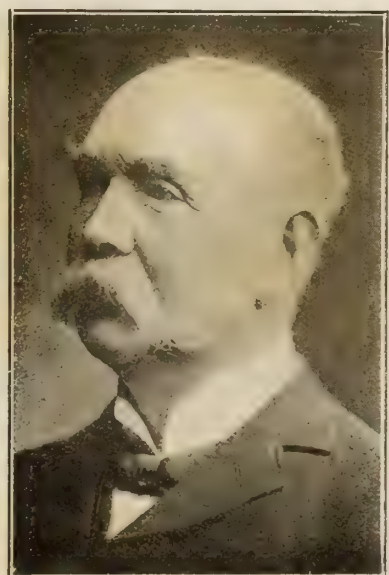
Preceptor JAMES MCFARLANE
(Kelvinside).



Mr JOHN EOWERS, J.P.,
Senior Town Clerk Depute.



Dr GEORGE NEILSON,
Stipendiary Magistrate.



Mr A. B. McDONALD, M. INST. C.E.
City Engineer.



Mr PETER FYFE,
Sanitary Inspector.



Mr ALEX. WALKER, J.P., F.S.I.,
City Assessor.

PORTRAITS
 OF OFFICIALS



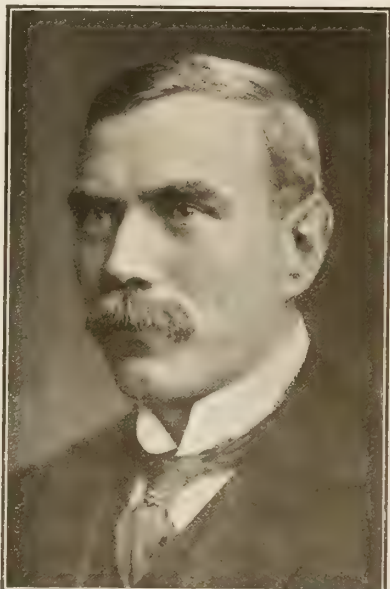
Mr WILLIAM W. LACKIE
Electrical Engineer.



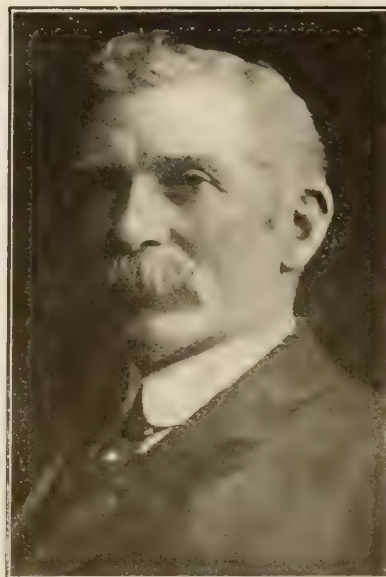
Mr JAMES DALRYMPLE,
Tramway General Manager.



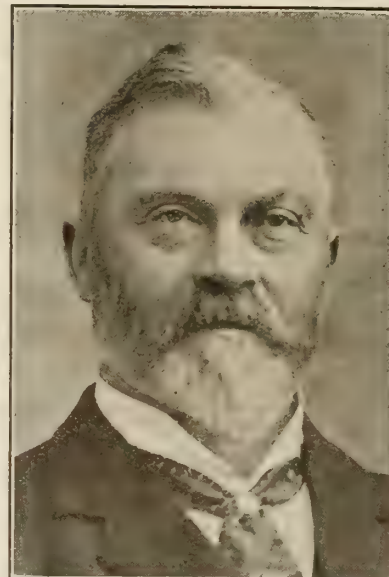
Mr J. EATON ROBINSON,
City Registrar.



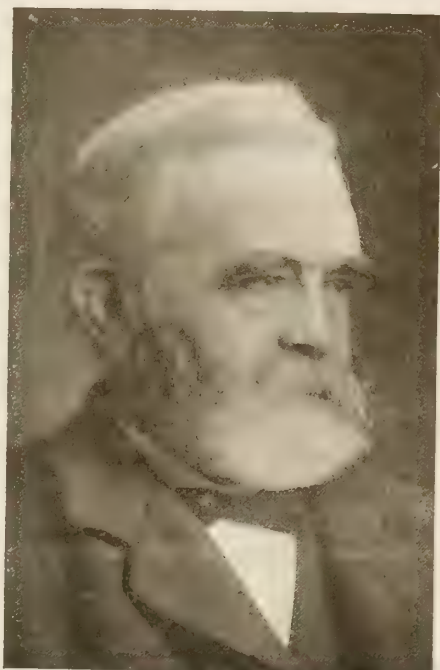
Mr JOHN S. SAMUEL,
Lord Provost's Secretary.



Mr ALEX. WILSON,
Gas Manager.



Mr JAMES WHITTON,
*Superintendent of Parks and Curator
 of Botanic Gardens.*



Mr FRANCIS T. BARRETT, LL.D.,
City Librarian.



Mr JAMES ANDERSON,
Council Officer.

Public Health Administration of Glasgow.

AN outline of the existing Public Health Administration of Glasgow may be most fittingly introduced by a rapid sketch of certain of the demographical features of past years. These must be exceedingly condensed. ::

:: At the last Census (1911) the population resident on the area which now forms the City of Glasgow numbered 1,008,487, and this figure may quite reasonably be compared with 77,385, which was the Census population of the city in the year 1801. ::

:: Since 1801 the city boundaries have been extended to include the following districts :— In 1830, the district of Blythswood ; in 1846, the burghs of Anderston, Calton, and Gorbals ; in 1872, the districts of Springburn, Possil, Gilmorehill, and Alexandra Park ; in 1878, the district of Coplawhill ; in 1891, the police burghs of Hillhead, Maryhill, Govanhill, Crosshill, and Pollokshields, and other suburban areas ; in 1896, Bellahouston ; in 1899, Richmond Park and district, and the districts of Provanmill and Blackhill ; in 1905, the police burgh of Kinning Park ; and in 1909, the district of Corkerhill. ::

:: The Registrar-General's 1911 Census Report for Glasgow (Table VI.) contains a careful analysis of the data available in regard to the various areas, and the following summary prepared from that Table and other sources may be accepted as indicating the population within the municipal limits at each Census since 1801 :—

Census.	Population.	Census.	Population.
1801	77,385	1861	395,503
1811	100,749	1871	477,744
1821	147,043	1881	511,415
1831	202,426	1891	658,073
1841	255,650	1901	761,709
1851	329,097	1911	784,496

:: The populations here given for 1801 and 1811, and for 1841 and 1851, are less than those to which the Bills of Mortality for these years applied, as the area taken for their purpose was called "Glasgow and Suburbs," and the populations of the four years named were respectively 83,805, 110,460, 280,602 and 347,001. ::

:: The changes, which occurred at the extension of the boundaries on 5th November, 1912, when the burghs of Govan, Partick and Pollokshaws, and certain landward areas in the Counties of Lanark, Renfrew and Dumbarton were included, may be stated as follows :— ::

:: The landward areas included in Lanarkshire, Shettleston and Tollcross in the east, and the portion west of Govan Burgh, excluding Deanside Estate ; in Renfrewshire, certain areas to the south and west of the city, the former including Cathcart and the

landward portion east of the Burgh of Pollokshaws, the latter including Whiteinch, Jordanhill, and Scotstounhill; and in Dumbartonshire, an area to the north-west of the city, including Temple. ::

:: The foregoing figures must not be held as indicating that the growth of the city during the period under review has been uniform and continuous throughout the whole area. Here and elsewhere there has been evidence, during recent years, of an outward movement of city populations, which would appear to be the result of three contemporary forces. Principally there has been the absorption of central sites for business purposes, but there has also been a gradually increasing desire on the part of populations to "feel outwards," which desire has found easy means of expression through the multiplication and extension of facilities for rapid transit. From a combination of these causes, together with the effect of clearance schemes for sanitary reasons, the displacement of central populations can be traced, in the experience of Glasgow, during a period of forty years. For example, in an area towards the centre of the city, and mostly north of the Clyde, extending to 1303 acres, and including fourteen of the old sanitary divisions of the city, the population in 1901, although still dense, was over 50,000 less than in 1871. So also in the first decade of the present century, this outward displacement of the population became accelerated to an extent formerly unknown, and a larger, but still chiefly central area of over 3500 acres, had, at the 1911 Census, a population of 45,000 below that of 1901. ::

DEATH-RATE.

:: Compulsory registration of deaths was introduced into Scotland in 1855, and any statement of death-rates before that period is only approximately accurate, and drawn from the Bills of Mortality which, as we have seen, dealt with a population usually greater than Glasgow proper. But since 1855 the returns have become increasingly accurate. The highest annual death-rate occurred in 1869, when it was 33·7 per 1000, and the lowest in 1910, when it was 17·1 per 1000. ::

:: The decline in the birth-rate, which has attracted so much attention of recent years, definitely began in Glasgow in 1878, when the rate was 40·6; while the lowest rate hitherto recorded is 28·1 in 1912. ::

THE EFFECT OF AGE, SEX AND HOUSING ON THE DEATH-RATE.

:: The healthiest period of life is between 10 and 15, when less than three deaths per 1000 boys occur, and the rate for girls is practically the same. On the other hand, boys between 1 and 5 years of age die at the rate of about 30 per 1000, and girls at the rate of about 27 per 1000. In infancy, that is under one year of life, 171 boys and 131 girls die out of 1000 of each sex born; while men over 75 die at the rate of 157 per 1000, and women at this age at the rate of 134 per 1000 living. ::

:: There are thus differences in the death-rates arising from sex and age, and the following will show how also they may be affected by economic conditions, as indicated by house-room. The figures for some age periods only are given, in order to bring out the greater contrast. Males and females are, of course, stated separately. ::

:: Deaths occurring among 1000 persons of the age and sex named, according to their economic standard as expressed in house-room:—

Size of House in Rooms.	MALES—AGES.					Size of House in Rooms.	FEMALES—AGES.				
	-1	-5	10-15	55-65	75+		-1	-5	10-15	55-65	75+
1 Apt. . .	210	41	5	41	106	1 Apt. . .	164	37	4	37	84
2 Apts. . .	164	30	3	40	158	2 Apts. . .	123	27	3	35	125
3 Apts. . .	128	18	2	29	146	3 Apts. . .	101	15	2	25	147
4 Apts. & up	103	10	2	28	157	4 Apts. & up	73	10	1	18	145
City . . .	171	30	3	37	157	City . . .	131	27	3	30	134

:: A consideration of the following figures shows the reduction in the death-rates from certain causes during the past fifty years :—

Death-rate per 1000 population.	Average of Three Years.					
	1860-2.	1870-2.	1880-2.	1890-2.	1900-2.	1911-12.
All Causes	29.44	30.56	25.59	21.05	23.89	18.31
Phthisis	4.17	4.27	3.12	1.84	2.36	1.43
Diseases of Respiratory System ..	6.04	6.76	5.92	4.74	6.00	3.64
Deaths under 1 year per 1000 Births	164	170	148	145	149	130

HOSPITALS.

:: The hospital accommodation for infectious diseases and the proportion of beds per 1000 of the population in several periods since 1865 has been :—

Year.	PARISH.			Glasgow Royal Infirmary.	LOCAL AUTHORITY.						Total Beds.	Population in Thousands.	Beds per 10,000.
	City.	Barony.	Govan.		Parliamentary Road.	Belvidere Fever.	Belvidere Small-pox.	Ruchill.	Shield-hall.	Knights-wood.			
1865	100	120	54	200	136	..	..	..	..	..	610	428	14
1866	100	120	54	175	136	..	..	..	..	..	585	438	13
1867	..	120	54	100	136	..	..	..	..	..	410	446	9
1869	..	120	54	135	136	..	..	..	..	..	445	464	10
1870	..	120	54	100	250	250	..	..	..	..	774	471	17
1872	..	120	..	100	250	250	..	..	..	..	720	495	14
1875	100	250	250	..	..	..	..	600	500	12
1876	250	250	..	..	..	..	500	502	10
1878	120	250	150	..	..	..	520	507	10
1880	120	250	150	..	..	..	520	510	10
1881	120	370	150	..	..	..	640	512	12
1882	120	220	150	..	..	..	490	518	10
1887	120	390	150	..	..	..	660	545	12
1893	200	390	150	..	..	..	740	678	11
1900	200	390	150	440	..	..	1180	744	16
1901	200	390	220	440	..	..	1250	764	16
1906	390	220	440	..	..	1050	836	13
1910	390	220	542	..	..	1152	884	13
1912	128	83	1363	1021	13

:: The hospital policy of the Corporation in the past was formulated in the midst of recurring epidemics of the major infectious diseases. Typhus Fever was so constant and dominant a factor among these that its impress still remains in the form of our

Wards. Typhus, Smallpox, and Enteric Fever have practically given way to administrative measures, and the hospital accommodation is now mostly utilised for the diseases of childhood. Bed accommodation in all the hospitals is calculated on an allowance of 2000 cubic feet for adults, but as the majority of patients are children, a larger number can be accommodated than is indicated above. ::

:: The number of beds required for the treatment of epidemic diseases depends to a large extent on local custom. All authorities are agreed that the major infectious diseases—Typhus Fever, Smallpox, Enteric Fever, etc.—should at least be provided for, and the proportion of beds required for this purpose is usually stated as one per 1000 of the population. In Glasgow a large number of cases of Whooping-Cough and Measles are also treated in the hospitals, and, apart from this, the increasing use now made of the hospitals by all classes of the population in times of infectious sickness, place the proportion just stated much below the requirement of industrial populations. ::

:: The increasing percentage of cases treated in hospital may be indicated by the following figures :—

	Scarlet Fever.	Enteric Fever.	Diphtheria.
1891-95	69·1	65·1	20·7
1896-1900.. ..	81·2	81·4	47·2
1901-05	85·0	90·1	63·7
1905-10	90·3	92·9	87·0
1911-12	91·8	91·7	90·0

:: The following statement shows the number, average residence, and cost of treatment of patients during the past five years in Ruchill and Belvidere (Fever and Smallpox) Hospitals :—

Year.	Patients.			Total Ordinary Expenditure.	Average Daily Cost per Patient.	Average Cost of Treatment per Patient.	Average Cost of Bed per Year.
	Total Number Treated.	Average Daily Number under Treatment.	Average Residence Days.				
1908-09	8,558	1,019	47·9	£67,905 6 2	£0 3 7·8	£8 15 2·0	£66 12 10·3
1909-10	10,497	1,243	48·2	77,751 19 6	0 3 5·1	8 5 2·0	62 15 6·0
1910-11	9,329	1,187	56·7	75,967 4 2	0 3 6·1	9 18 10·2	64 0 0·0
1911-12	10,213	1,100	43·5	76,392 11 3	0 3 9·5	8 4 10·7	69 8 11·6
1912-13	8,316	971	47·1	77,964 10 3	0 4 4·8	10 7 3·9	80 5 10·3

TUBERCULOSIS.

:: The treatment of Tuberculosis has been under consideration in one form or another for over twenty years. Compulsory notification was adopted in 1910, and the enquiry which was then begun into the condition of houses, and families who had members suffering from the disease, disclosed the extent of hospital and sanatorium accommodation required. It also showed the necessity for a country home for dealing with children and young persons with a tendency to develop Tuberculosis. The administration of this section of the work is under an Administrative Tuberculosis Officer, a Chief Tuberculosis Officer, assisted by five Assistant Tuberculosis Officers and fourteen Visiting Nurses, in addition to Office and Dispensary Staffs. ::

:: At present six Tuberculosis Dispensaries are in operation, three of which—at Elmbank Crescent, Adelphi Street, and Govan Chambers—are in premises provided by

the Corporation ; while three of the Parish Dispensaries at present in use will be replaced by Corporation Dispensaries at Black Street, Broad Street, and Granville Street. : :

: : Accommodation is provided at several of the hospitals, and negotiations for the purchase of Bellefield Sanatorium are at present in progress ; while further accommodation will also be provided at Southfield Estate, lying to the south of the village of Mearns, which has recently been purchased by the Corporation for £17,000. Here also it is intended to provide a country home, with accommodation for children. : :

INFANT MORTALITY.

: : The infant mortality rate, (*i.e.*, the number of deaths under one year per 1000 births) in Glasgow shows considerable decrease. In 1871 the rate of 191 was the highest recorded, and although it showed a tendency to reduction towards the close of last century, it was not until the past decade, when public attention was directed to the great waste of child-life, that concerted effort was begun to effect improvement in the conditions inimical to infants. How far these efforts have been successful may be judged by the following figures : — : :

Infant Mortality.					Infant Mortality.				
1900	..	..	..	153	1907	..	..	..	130
1901	..	..	..	149	1908	..	..	..	137
1902	..	..	..	129	1909	..	..	..	133
1903	..	..	..	146	1910	..	..	..	121
1904	..	..	..	146	1911	..	..	..	139
1905	..	..	..	131	1912	..	..	..	124
1906	..	..	..	131					

: : The Notification of Births Act and the Children Act, 1907, are the legislative instruments promoted to give powers to Local Authorities to deal with infant mortality. Births must be notified to the Medical Officer within thirty-six hours. In the movement for its reduction the Glasgow Infant Health Visitors' Association, formed in 1907, visit babies in certain districts, and report on their condition until the children are one year old. The results are encouraging, and good work is done by inspiring and stimulating the mothers in such matters as domestic hygiene. : :

: : A system of infant consultations is in operation, and these take place in various districts throughout the city. In 1912 the number of children attending for the first time was 1613, while subsequent attendances numbered 2942, or a total number of 4555 at 350 consultations. : :

PORT LOCAL AUTHORITY.

: : The need for a uniform system of Public Health Administration in the upper reaches of the river was demonstrated during the occurrence of Plague in 1900 and in October, 1903, the Port Local Authority of Glasgow was constituted. It extends to the whole Customs Port of Glasgow, save the harbours of Dumbarton and Renfrew so far as not forming portions of the River Clyde, and the Forth and Clyde Canal to the east of the Creek, and harbour of Bowling. : :

: : An Office has been provided at Princes Pier, Greenock, at which are stationed two Boarding Medical Officers and two Inspectors. : :

: : All vessels from foreign ports, coming direct or coastwise, are boarded at Greenock, and an Inspector visits the ships in the harbour in Glasgow. : :

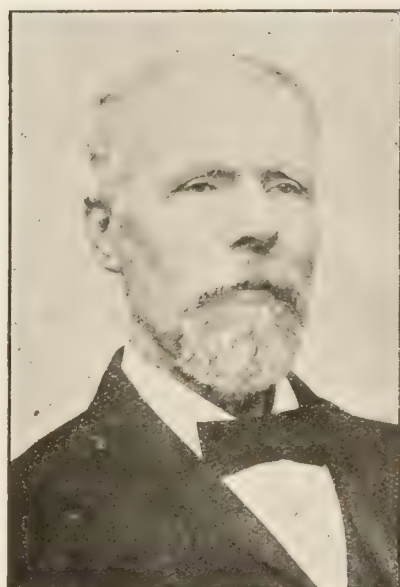
THE TRAMWAYS

DEPARTMENT.

THE Tramway lines in Glasgow have always been the property of the city. The first line was laid in 1872, and this line and the extensions subsequently made were leased to the Glasgow Tramway and Omnibus Company. The lease expired on the 30th June, 1894, and on the following morning the Corporation commenced to operate the tramways as a department of municipal enterprise, starting operations with $63\frac{1}{2}$ miles of track on 32 miles of street. The lines were entirely within the city limits, with the exception of the Partick and Pollokshaws sections. The department at that time owned only 305 cars. ::

:: The Tramways Committee in 1894 consisted of the following members of the Corporation :—The Lord Provost (Sir James Bell), Bailie Morrin, Bailie Alexander, Bailie Murdoch, Councillor Peter Burt, Councillor James Colquhoun, Councillor Robert Crawford, Councillor A. W. Hope, Councillor J. M. Jack, Councillor John King, Councillor John M'Farlane, Councillor Alexander Osborne, Councillor Walter Paton, Councillor D. M. Stevenson, Councillor William Stevenson, Councillor J. M. Thomson, Councillor William Ure, and Councillor Hugh Wallace. ::

:: Of the members, only one—Mr D. M. Stevenson, the present Lord Provost—is still in the Town Council. Ten out of the eighteen are dead. ::



BAILIE PATON

:: The work of organising the new department devolved on this Committee, under the Convenership of Bailie Walter Paton. ::

:: The Corporation, as early as November, 1891, had passed a resolution in favour of working the tramways as a Corporation Department. At first it was thought that terms might be arranged with the Tramways Company for the acquisition of the latter's premises, plant, and equipment. This, however, was found impossible, and when the negotiations were finally broken off in April, 1892, the Corporation were brought face to face with the work of providing new premises, plant, and equipment. ::

:: During the time the negotiations were going on

with the lessees, and for some time previous, the question of the introduction of mechanical traction was occupying the minds of the Committee. Powers to work their tramways by mechanical or electrical motors had been granted to the Corporation by their Act of 1891, but when the negotiations fell through there was no consensus of opinion pointing to the adoption of any one particular system of mechanical traction, and the feeling was gaining ground that it might be safer to start with horses, and await developments. Only two years remained during which to provide an entirely new equipment to start working the whole tramway system of the city on a given morning. Such a task had never been attempted before. ::



MR JOHN YOUNG

:: The appointment of the head of the new department was the first work of the Committee. Mr John Young, who had been about seventeen years in the Municipal Service as Superintendent of Cleansing, and who had been called in to advise the Committee, was formally appointed General Manager of the Department.

:: Nine plots of ground suitable for tramway depots were secured. Plans were at once prepared, contracts entered into, and the erection of stables for 3500 horses, car sheds for 300 cars, and also extensive workshops for car repairs, and permanent way material, general stores and granaries, with tools and machinery, was promptly proceeded with. By the month of February, 1894, the General Manager made a start with the purchase of 3000 horses. These were all procured in good time, and everything was ready for a start[being made on 1st July. ::

:: The reception given by the citizens to the Corporation cars left nothing to be desired, and their patronage of them was so encouraging and sustained that it was at once seen that more cars were necessary to cope with the daily increasing traffic. Accordingly, additional cars were immediately ordered. ::

:: In his resumé of new work undertaken by the municipality, Lord Provost Bell—he was created a baronet in 1895—in referring to the inauguration of the Corporation Tramways service on 1st July, 1894, says: “The day was fine, and nothing could have been more encouraging and satisfactory to the Committee than the hearty reception which the service met with. It was a trial start, and with so many new men and unaccustomed horses some confusion might not, unnaturally, have been expected. On the contrary, however, the service seemed to go like clockwork from the first hour.” ::

:: The years that have passed since 1894 have been years of steady progress in every department of the tramway service. The method of traction was, of course, the first outstanding question to be settled. Very careful and exhaustive enquiries were made by the Committee, and it was ultimately decided to give a demonstration of the overhead system of electric traction on the route from Mitchell Street to Springburn. ::

:: This route was accordingly equipped for electric traction, and opened for traffic on

THE TRAMWAYS DEPARTMENT

AN OLD
HORSE CAR



13th October, 1898. By the end of the year the Town Council were satisfied that the overhead electric system should be adopted, and on 5th January, 1899, it was decided to equip the whole of the lines for electric traction. By the autumn of 1901, the year of the Glasgow International Exhibition, the last of the horse cars had been withdrawn from service. ::

:: The Corporation started in 1894 with 305 horse cars. This number was subsequently increased to 385. In 1902, after the whole system had been electrified, the number of cars in stock had increased to 536, and the total at the present time is 843. Considerable changes have taken place from time to time in the style of car, and alterations and improvements are continually being carried out in minor details. ::

:: The top-covered car, which was first tried in 1904, is now the popular car, and practically all the cars have been covered. Another very important feature has been the adoption of vestibules for the protection of motormen and conductors. The standard car is now built to seat 62 passengers, which, from experience, has been found to be quite a sufficient number for a conductor to handle. The workshops of the department at Coplawhill, where all the cars have been built, are fully equipped for the purpose of dealing with a large number of vehicles. ::

:: The works occupy an area of 27,683 square yards. On this ground are built the general stores, smithy, pattern shop, brass foundry, machine shop, car-repairing shop, car-building shop, electric shop, sawmill, paint shop, etc. Here also are an electric sub-station, stable, granary, etc. The workshops' staff now numbers 482. ::

:: With regard to the tramway track, I have already stated that the whole system in 1894 was confined within the city boundaries, with the exception of the lines in Partick and Pollokshaws. No sooner, however, was it decided to adopt electric traction than powers were obtained from Parliament to make considerable extensions both inside and outside the city. In 1902 the lines were laid to Rutherglen, Barrachnie, Scotstoun, Cathcart, Yoker, Crookston, and Renfrew; in 1903 the lines reached Bishopbriggs, Riddrie, Clydebank, Paisley, and Cambuslang; by 1904 they had reached Dalmuir,



TOP-COVERED
CAR, WITH
VESTIBULE



and Giffnock was joined up in 1905 ; Baillieston, Rouken Glen, Lambhill and Broomhouse lines were opened in 1906 ; Uddingston line in 1907, Burnside line in 1908, Thornliebank line in 1909, and Clarence Drive and Crow Road lines were opened in 1910. ::

:: Up to the passing of the Boundaries Act of 1912, the lines in Govan were the property of the Burgh of Govan. These lines are now, of course, the property of the Corporation of Greater Glasgow. The Govan lines were originally laid by the Vale of Clyde Tramways Company, and were purchased by the Corporation of Govan in 1891. They were then leased to the Glasgow Tramway and Omnibus Company. The lease was transferred to the Corporation of Glasgow in 1896, and since that date the lines have been operated as part of the Glasgow system. ::

:: The staff of the department numbers 5394. These are employed as under :— Traffic, 2955 ; permanent way, 696 ; Coplawhill Car Works, 482 ; head office, 235 ; power station and sub-stations, 156 ; car cleaning and repairing, 681 ; mains and cables, 73 ; overhead, &c., 54 ; buildings, 45 ; horsing, 17—total, 5394. ::

:: In connection with the Traffic Department, all men are engaged, first of all, as conductors. They have to undergo a strict medical examination. After serving for a year or more every conductor has to go through the Motor School, where he is taught to drive a car ; indeed, it is a rule of the department that the men should all be able to take either end of the car. ::

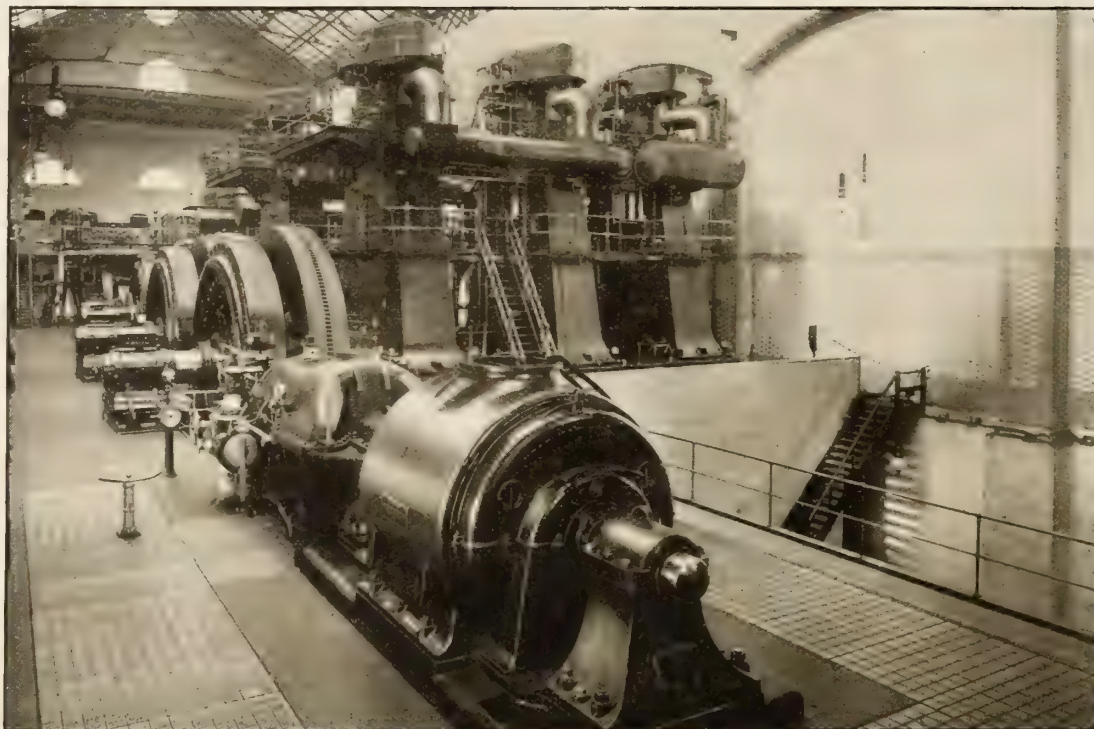
:: When the Corporation took over the tramways in 1894, the working week was reduced to 60 hours. In 1901 the working week was further reduced to 54 hours, and on 5th September last the Corporation decided to reduce the hours of motormen and conductors to an average of 51 hours per week. No man works more than six days per week. The wages of all grades in the service have been increased from time to time, the minimum

THE
TRAMWAYS
DEPARTMENT

PINKSTON
POWER
STATION



PINKSTON
POWER
STATION—
ENGINE ROOM



wage for all able-bodied men being now 25s per week. The motormen and conductors rise from 25s to 35s, with 1s extra to motormen for freedom from accidents. The maximum wage for car cleaners is 28s per week of 54 hours. The total wages bill for year to 31st May, 1913, amounted to £413,904 11s 1d; and it should be stated that all men get six days' holiday with pay every year. ::

:: The Power Station of the Department is situated at Pinkston, on the Forth and Clyde Canal. Although built and opened so long ago as 1901, it is still one of the largest and most efficient stations in the Kingdom. It is bounded on one side by the canal, from which condensing water is obtained, and is connected with both the Caledonian and North British Railways. The building is 244 feet in length and 200 feet in breadth, the height of the walls being 88 feet. The station is divided into three bays. The boiler room contains 22 Babcock & Wilcox boilers, and the engine room is fitted with three main engines of from 4000 to 5000 horse-power each. Two of these engines are of American make and one of British make, each engine being coupled to a three-phase generator designed for an output of 2500 K.W. There are also in the engine room two smaller sets of from 800 to 1000 horse-power, each coupled to direct current generators.

:: In addition to the reciprocating sets, there are in the engine room a 3000 K.W. turbine set of the Parsons Re-action type and a 5000 K.W. turbine of the disc and drum type. These turbines were built by Messrs Richardsons, Westgarth & Co., and the alternators by Messrs Brown, Boveri & Co. A third turbine, of 6000 K.W. capacity, is at present being installed. This turbine, which is of the latest Curtiss type, is being built by the British Thomson-Houston Co., who are also supplying the alternator. The third bay is occupied by the condensers, pumps, etc. ::

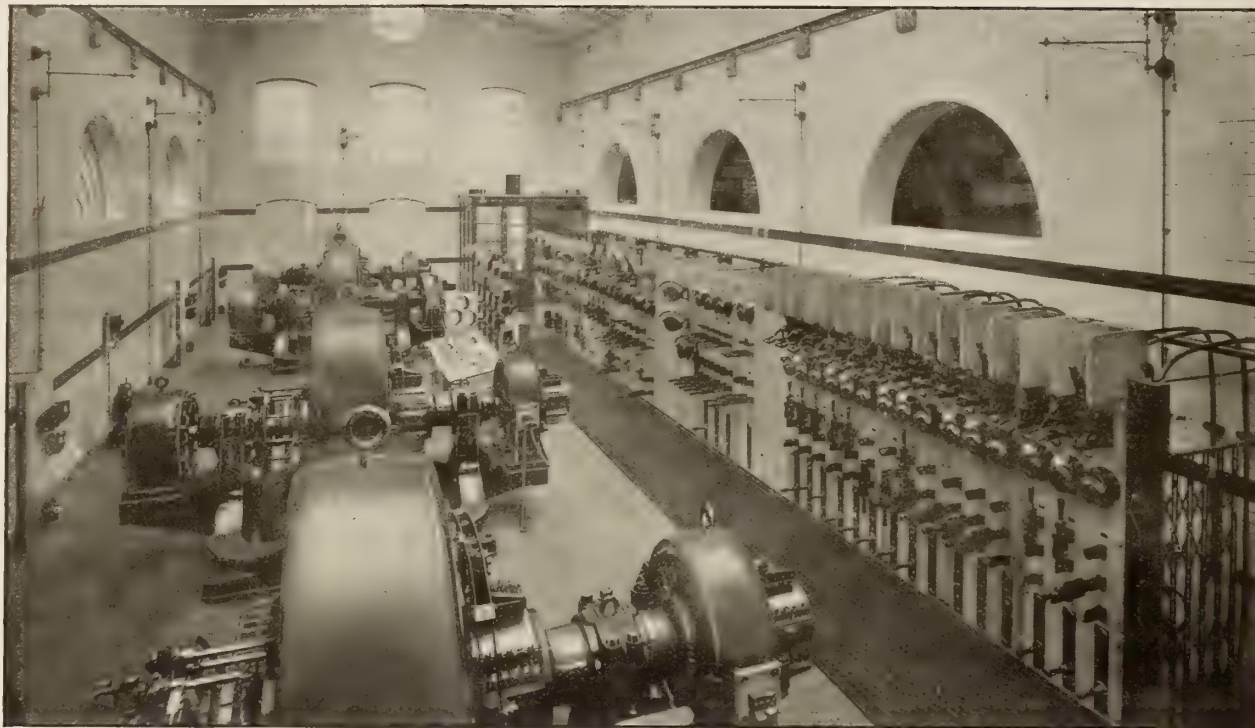
:: The electric energy is generated at 6600 volts. This energy is distributed to six sub-stations—Dalhousie, situated in the central part of the system; Partick in the west, north of the Clyde; Kinning Park in the west, south of the Clyde; Coplawhill direct south; and Whitevale and Rutherglen in the east. These sub-stations are equipped with sufficient transformers and rotary converters to deal with the whole of the electric power. ::

:: When the Corporation started to operate the cars in 1894, the whole system was then divided into stages of rather over half a mile in length. Some of the stages were slightly less, and others were as long as three-quarters of a mile, the average being .58 of a mile. The fare for each stage was fixed at $\frac{1}{2}$ d, two stages being given for 1d, three stages for $1\frac{1}{2}$ d, etc. Very soon afterwards the 1d stage was extended to cover three $\frac{1}{2}$ d stages, and in 1902 the 1d stage was further extended to cover four $\frac{1}{2}$ d stages. No further extensions have been given for fares of 1d and upwards. ::

:: For many years an agitation was carried on to have the $\frac{1}{2}$ d stage lengthened. It was felt, however, that this concession could not be satisfactorily made short of doubling the distance. Many schemes were put forward, but it was not until January, 1911, that one of these was adopted. In that month the "Two-stage" ticket was inaugurated. This special ticket, which cost $1\frac{1}{2}$ d, enabled a passenger to take a ride of two stages in one car and two stages in a second car. This meant that each ride of two stages cost a

THE
TRAMWAYS
DEPARTMENT

PARTICK
SUB-STATION



TRAMWAY
SCHOOL



passenger $\frac{3}{4}$ d instead of 1d. This concession did not give the $\frac{1}{2}$ d passenger any longer ride for his $\frac{1}{2}$ d. It was really a concession to the passenger who wished to travel two stages. The great drawback to the two-stage fare was that if the passenger did not ask for a two-stage ticket the conductor charged him 1d, although he might not wish to travel more than two stages. ::

:: In December, 1911, the two-stage ticket was discontinued, and the two stages given for $\frac{1}{2}$ d. The immediate effect of this further concession has been an enormous increase in the number of passengers carried. This increase has almost reached, on an average, 1,000,000 passengers per week. ::

:: The following statement for week ending 16th November, 1912, shows the number and percentage of the passengers carried during the week at each fare, and the revenue for each class of passengers :—

Fare.	Passengers Carried.	Percentage.	Traffic Receipts.	Percentage.
$\frac{1}{2}$ d	3,668,340	62·27	£7,642 7 6	40·75
1d	1,658,966	28·16	6,912 7 2	36·85
$1\frac{1}{2}$ d	375,570	6·38	2,347 6 3	12·51
2d	106,770	1·81	889 15 0	4·74
$2\frac{1}{2}$ d	43,843	·75	456 13 11	2·44
3d and upwards ..	37,328	·63	507 13 5	2·71
	<u>5,890,817</u>	<u>100·00</u>	<u>£18,756 3 3</u>	<u>100·00</u>

:: The Corporation started with a capital expenditure of over half a million sterling. At 31st May, 1913, this figure had increased to £3,694,143 5s 3d. The details of the capital expenditure are as under :—

Permanent Way	£1,177,543 18 6
Electrical Equipment of Line	719,965 8 2
Ground	184,930 3 5
Buildings and Fixtures	517,291 2 11
Power Station and Sub-stations' Plant	468,258 13 9
Workshop Tools and Sundry Plant	32,241 7 5
Cars	346,235 7 1
Electrical Equipment of Cars	203,697 10 11
Other Rolling-Stock	14,360 2 1
Miscellaneous Equipment	20,137 18 9
Office Furniture	5,424 9 11
Lease of Govan and Ibrox Tramways	4,057 2 4
	<u>£3,694,143 5 3</u>

:: The total debt of the department at 31st May, 1913, amounted to £2,479,407 18s 2d, but this sum includes £1,310,212 5s 9d which belongs to the Depreciation and

THE
TRAMWAYS'
DEPARTMENT

Renewals Fund. The total amount set aside to meet Depreciation and Renewals is £2,040,282 16s 4d. ::

:: The revenue of the department for year to 31st May, 1913, including interest on invested funds, amounted to £1,070,174 15s 3d. The working expenses amounted to £619,346 18s 1d. This left a net revenue of £450,827 17s 2d, which was appropriated as under :—

Rental of Govan Lines	..	..	..	..	£3,345	11	9
Rental of Paisley Lines	..	..	..	..	5,498	14	4
Interest on Capital	..	..	..	..	81,773	18	9
Sinking Fund	..	..	..	..	97,077	1	6
Income Tax	..	..	..	..	13,388	0	1
Parliamentary Expenses..	..	..	..	..	984	14	1
Depreciation and Permanent Way Renewals	..				215,756	16	4
Common Good	..	..	..	..	33,003	0	4
					<hr/>		
					£450,827 17 2		
					<hr/>		

:: Since 1894, the Common Good Fund has been benefited out of Tramway revenue to the extent of £533,536 13s 3d. ::

JAMES DALRYMPLE.

GREAT WESTERN
ROAD—
OVERHEAD
WIRES





The Art Treasures of Glasgow--Some Famous Bequests

By THOMAS RENNIE, Curator, Kelvingrove Art Gallery.

THE rise into prominence of Glasgow as an Art centre is as remarkable as its extraordinary development as an industrial and commercial community. The one was an accompaniment of the other, as is almost invariably the case. Venice, Antwerp and Amsterdam were in turn the leading maritime and commercial cities of Europe, and all these were distinguished for their prolific artistic productiveness when they were at the height of their material prosperity. The artist is non-productive in the material sense, and cannot exist unless amidst surrounding prosperous conditions.

:: With the exception of an Institution known as the Academy of St. Luke started in Edinburgh in 1729, which had but two years of an existence, the Foulis Academy, originated in Glasgow in 1753, was the first attempt to organise art teaching in Scotland. It was a courageous but unsuccessful venture. The time was inopportune. The country was poor, unsettled and discontented. It had not recovered from the effects of the Jacobite risings, and it was dominated by an austere Presbyterianism antagonistic to art. ::



THE LATE
MR ARCHIBALD
M'LELLAN

THE ART TREASURES OF GLASGOW

THE FOULIS ACADEMY

:: Robert Foulis began business in Glasgow in 1741 as a printer and bookseller, and shortly afterwards his brother Andrew was taken into partnership. The brothers had travelled much, visiting the chief public libraries in Paris and other continental towns, making particular study of the best examples of printing, and acquiring an exceptional knowledge of the most valued editions



A MAN IN
ARMOUR

—*Rembrandt*

of the classical writers. The knowledge thus acquired stimulated them to rival these productions, and so successful were they that their reprints of the classics became famous throughout Europe for the beauty of the typography and the accuracy of the text. There is no doubt that had the brothers restricted themselves to the printing and book-selling business they would have had a comparatively uneventful but financially successful career. But during their continental journeys they had also acquired an enthusiasm for the fine arts, and contrasting the barrenness of their native land in that respect with the fertility of continental nations they resolved to

attempt the artistic education of the citizens of Glasgow. In rooms placed at their disposal by the authorities of the University they opened an Academy of the Fine Arts and admitted students on exceptionally favourable terms. But, alas, the times were not ripe. The citizens were unsympathetic. Their new venture involved the comparative neglect of the bookselling business and the printing press, with the consequence that the brothers became involved in financial difficulties, and after a struggle of twenty-two years their scheme ended in disastrous failure. Andrew died of apoplexy in 1775, and, in the following year, Robert, broken-hearted at the poor results of the sale of his art collection, died at Edinburgh on his way home from London. Theirs was a noble effort to overcome the prevailing dullness and apathy of their fellow-citizens towards things artistic, and although it ended in ruin



NATURE ADORNED
BY THE GRACES

—*Rubens*

to its promoters, there is a sad satisfaction in the fact that their self-sacrifice is now recognised, and that the brothers are revered as two of Glasgow's most illustrious citizens. One memorable event which took place during the continuance of the Foulis Academy was the open-air exhibition held by the brothers in the inner court of the College. It can claim to have been the first art exhibition ever held in Glasgow. A drawing of the scene was made by David Allan, one of the pupils, of which engravings are still in existence. ::

:: Although the Academy failed in its object of creating a school of artists, some of the pupils attained celebrity. James Tassie became famous for his paste medallions of eminent men, and for his reproductions of engraved gems. David Allan came to be known as the Scottish Hogarth, and was the first of Scottish artists to take as subjects the manners and customs of the Scottish peasantry; and another pupil, David Runciman, achieved popularity as a historical and portrait painter. ::

:: From the time of the failure of the Foulis Academy until the early part of the

THE ART
TREASURES
OF GLASGOW

ST. VICTOR
AND DONOR

—Hugo Van Der Goes



nineteenth century no organised attempt was made to arouse the interest of the citizens of Glasgow in Art. The Trustees Academy in Edinburgh, established in 1760, was for many years the only institution for art-training in Scotland. Glasgow for the next fifty years was too busy developing its industries, nursing its colonial trade, and exploiting the vast resources of its mineral wealth to interest itself in art matters. Meanwhile Edinburgh had become the literary and scientific centre of Scotland, and at the end of the eighteenth century it was the Mecca of Scottish artists. The genius of Raeburn had revealed new possibilities in portrait painting. David Allan's excursions into domestic

THE ADULTERESS
BEFORE CHRIST

—Giorgione



incident were followed by Wilkie's incomparable delineations of Scottish life and character. The writings of Sir Walter Scott had directed attention to the grandeur and beauty of Scottish scenery, and, owing largely to his initiative, there arose a school of Scottish landscape painters. ::

:: It took some time before the new impulse affected the West of Scotland. Not until the early part of the nineteenth century did Glasgow produce any artist of outstanding merit. John Graham-Gilbert, the accomplished portrait painter, was born in 1794; and Horatio M'Culloch, born in 1805, was the first of Scottish artists to take for his themes the desolate and rugged mountain forms and the tranquil beauty of the glens and lochs of the Highlands. These two did much to help the cause in the West of Scotland, and from their time onward there was a continuous succession of capable artists—to instance only Daniel Macnee in portraiture, and Milne-Donald and James Docharty in landscape. ::

:: In 1821 a second serious attempt was made to popularise art in the city by the organisation of an "Institution for the promoting and encouraging of the Fine Arts in the West of Scotland." The first exhibition held under its auspices took place in rooms in South Maxwell Street. Two hundred and fifty-three works were shown, principally by John Graham-Gilbert (then John Graham), Andrew Donaldson, a water-colour artist, John Fleming of Greenock, and others. A second exhibition was held in the following year, after which the Institution seems to have come to an end. ::

:: Again, in 1825, a number of gentlemen banded themselves together under the name of the Dilettante Society, which, during its existence, held eleven exhibitions in various districts of the city; the last taking place in 1838, when they ceased owing to lack of public support. ::

:: Another association—the West of Scotland Academy—was founded in 1840, of which John Graham-Gilbert was president. For thirteen years the Academy continued to hold exhibitions, and then it also had to succumb. In connection with this association



GOING TO WORK
—Jean François Millet

THE ART
TREASURES
OF GLASGOW

MRS WILLIAM
URQUHART

—*Sir Henry Raeburn,
R.A.*



gentlemen, one of whom was Mr Archibald M'Lellan, a public meeting was called for the purpose of organising an Institution of the Fine Arts, of which there was no practical outcome. It was not until 1861 that the Glasgow (now Royal) Institute of the Fine Arts was successfully inaugurated. In that same year it held the first of a series of annual exhibitions which has continued unbroken up till now. The Institute has done invaluable service in affording the citizens an opportunity of making acquaintance with the best examples not only of local but of general contemporary art, and it has always been distinguished for catholicity in the selection of works for exhibition. ::

:: The various efforts made in the early part of the nineteenth century to stimulate public interest in art, although for the most part failures as far as their immediate purpose was concerned, proved that in the midst of the prevailing apathy there existed a small minority, devoted, enthusiastic and persistent, whose missionary work ultimately resulted in something of a permanent nature. The chief of these enthusiasts was Mr Archibald M'Lellan, a coachbuilder, and a Magistrate of the city. M'Lellan was a man of exceptional attainments, widely read, and possessed of a remarkable knowledge of the works of the old masters. During his lifetime he was constant in his endeavours to improve the amenity of his native city, and to arouse among the

an Art Union was first instituted, a scheme which later was adopted by, and is still in successful operation in connection with, the Royal Glasgow Institute of the Fine Arts. ::

:: The year 1840 also saw the humble beginning of the Glasgow School of Art as a School of Design. From this lowly origin has been evolved, after many vicissitudes, the present magnificently appointed School of Art, which is recognised by the Board of Education as the central institution for art-training in the West of Scotland. In 1911 the enrolled students numbered 1377. ::

:: In 1851, on the initiative of several local

citizens something of civic patriotism. As is so often the case, the great services which he rendered to the community did not receive recognition until many years after his death.

:: This brings us to the formation of the Corporation Art Collection. For about thirty years M'Lellan had been acquiring paintings chosen with remarkable prescience, and had gathered together perhaps the most notable collection ever made by any man of his limited means. It had latterly grown to such magnitude as to require special provision for its accommodation. For this purpose he built a suite of three saloons in Sauchiehall Street, which became known as the M'Lellan Galleries. These saloons, along with his collection of pictures and statuary, he bequeathed to the Lord Provost, the Deacon-Convener and others as trustees "for the behoof of the citizens of Glasgow for all time coming."

:: Unfortunately M'Lellan died within a year of executing his deed of gift, and when his affairs came to be looked into they were found to be so embarrassed that all property left was claimed by his creditors. Under the circumstances a proposal was made that the Corporation should purchase the pictures and statuary and the saloons in which they were housed for the sum of £45,500. The proposal gave rise to an acrimonious discussion in the Town Council, and was only carried by a majority of five. The city thus became proprietors of the buildings for £29,500, and of the priceless collection of pictures for £15,000. The M'Lellan Galleries then became the Corporation Galleries of Art. The collection thus acquired consists chiefly of Italian, Flemish, and Dutch pictures, with a few examples of eighteenth century British painters. The Italian section includes a Giorgione, a superb example of one of the most gifted of the Venetians, when Venice had reached its high-water-mark in art, and whose works are so



THOMAS CARLYLE
—J. M'Neil Whistler

THE ART
TREASURES
OF GLASGOW

PASTORALE—
SOUVENIR
D'ITALIE

—Corot



rare that only something like twenty are accepted by experts as genuine. Other outstanding Italian pictures are a large and impressive altarpiece of the Bellini school, a Titian, a Palma, and works by several other notable painters of the Renaissance period. Among the Flemish pictures is the "St. Victor with a Donor," the authorship of which has aroused so much controversy, yet still remains unsettled, but which is universally acknowledged to be one of the finest examples of Netherlandish art in the world. There are also works by Mabuse, Lambert Lombard, Michiel Coxie, and the later Flemings, Art-

A HIGHLAND
FUNERAL

—Sir James Guthrie,
P.R.S.A.



hois, the older and younger Teniers, and other gifted artists. Among the Dutch pictures are three Rembrandts (one a beautifully executed portrait of the artist himself in his prosperous days), two exceptionally fine Ruysdaels, four Hobbemas, three Ostades, and numerous other works by capable seventeenth century artists. The English school is represented by several portraits by Reynolds (including the charming Miss Linley), Richard Wilson's great work, "The Convent," a family group by Zoffany, and landscapes by George Morland. ::

:: For many years this remarkable collection was treated with the utmost neglect. The Institute of Fine Arts rented the galleries for its annual exhibitions, and during its tenancy the M'Lellan pictures, and others acquired later, were stripped from the walls and stored in passages and side-rooms, dark, dirty and damp, treatment which resulted in permanent injury to many of the works. ::

:: Notwithstanding the indifference of the Corporation towards its treasures, gifts and bequests were made which added greatly to the value and importance of the collection. William Euing, another public-spirited citizen, gifted thirty pictures, and at his death left the remainder, consisting chiefly of works by British artists, to the city. Then followed the bequest of the widow of John Graham-Gilbert, the most valuable acquisition after that of M'Lellan. It comprises four Rembrandts, viz. :— the "Man in Armour," one of the master's greatest achievements; that marvellous example of technical skill, the "Carcase of an Ox;" the impressive landscape "Tobias and the Angel;" and a clever and spontaneous sketch of the "Head of a Jew." There are also many fine examples by other Dutch painters, some noteworthy Italian pictures, and that brilliant work of the early period of Rubens, "Nature adorned by the Graces." ::



FAIRY LILIAN
— D. Y. Cameron

:: The time at length arrived when the importance of the art collection of the city could no longer be ignored. Many of the citizens were beginning to be educated in art matters. Increasing facilities for foreign travel brought more and more of them into contact with the artistic wealth of continental cities, and some of the well-to-do were

THE ART TREASURES OF GLASGOW

THE FARMER'S DAUGHTER

— Orchardson

forming valuable private collections, more especially of works by the Barbizon school, which Glasgow connoisseurs were the first in the United Kingdom to appreciate. The pressure of cultured opinion at length resulted in the Corporation calling in an expert to examine the pictures. Sir Charles Robinson was selected, and his report confirmed the opinion of the cultured few, and convinced the Corporation that they were the possessors of treasures of great artistic value. From this time the attitude of the Corporation changed towards its art possessions. It realised its responsibility, and took what measures were, under the circumstances, possible to insure their safety and preservation. But the building in which they were housed, although it contained spacious saloons, was surrounded by dwelling-houses, while the front portion was let as shops, and on several occasions fire had broken out in the occupiers' premises. Altogether the building was unworthy of a collection of such great and growing importance. For valuable gifts and bequests continued to be made. In 1881 there was bequeathed one of John Linnell's powerfully painted landscapes by Mr John M'Gavin, a much respected citizen of Glasgow, and in 1893 his daughter bequeathed the portrait of her father by George Paul Chalmers, a work not only of subtle insight into character, but a pictorial triumph. In 1892 Mr



James Orrock gifted a number of representative water-colours of the early English masters, which formed the nucleus of the present considerable water-colour collection. In 1896 the sons of Mr James Reid, founder of the well-known Hyde Park Locomotive Works, gifted, in memory of their father, ten of his most valuable pictures, including one of the most bewitching of the pictorial dreams of Corot, a superb example of Turner in his most brilliant period, a Constable, a Jacque, an important work of Israels', and one of Orchardson's consummately skilful subject paintings. This was followed by a gift of the portrait of Mr James Reid, by Sir George Reid; and in 1908 Mr Andrew T. Reid presented that fine example of the decorative art of Albert Moore, "Reading Aloud."

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:: Among other notable bequests made before the building of the new Art Gallery are that of Mr Adam Teacher of 117 modern pictures; 53 oil paintings and water-colours by Mr Thomas D. Smellie; two Raeburn portraits by Mrs Caroline J. Urquhart, the bust of Mrs Urquhart being one of that artist's most fascinating female portraits; and various fine pictures and art objects by Mr T. Graham Young of Kelly. ::

:: The rapid increase of the collection and the inadequate and dangerous nature of its housing at length compelled attention to the imperative necessity for providing a building worthy of the Art and Science possessions of the city. For the city was not only the owner of valuable art treasures, but of extensive natural history, ethnographical, anti-quarian and industrial art specimens, which were stored rather than exhibited in the old Kelvingrove Museum, the limitations of the building precluding anything like a systematic arrangement of its contents. ::

:: In order to raise the necessary funds to carry out this ambitious scheme an International Exhibition was held in 1888, which proved so successful that a surplus of £46,000 was handed over to the "Association for the Promotion of Art and Music," and a further sum of £70,000 was obtained by public subscription. With this money in hand the members of the Association considered themselves justified in taking active measures. A site was granted by the Corporation in Kelvingrove Park, and competitive plans were invited. Those submitted by Messrs Simpson and Milner Allen of London were selected, and the erection of the building was proceeded with. The sum raised, however, was found insufficient for its completion, and eventually the Corporation took over the responsibility, and the building was completed according to the original plan at a cost of £250,000. ::

:: The palatial structure is in the French Renaissance style, and is profusely decorated with sculpture and ornamental carvings. The principal feature is the great central hall, which rises to a height of 80 feet, the floor space of which is utilised for the collection of sculpture, while in a recess on a level with the upper floor there is a grand organ. To left and right are spacious courts, around which are galleries, with two pavilions at each end of the building. These courts and pavilions are occupied with the engineering, antiquity, ethnographical and natural history collections. Six staircases lead to the upper floor, which consists of galleries and pavilions similar to those on the first floor. In these are shown the oil paintings and water-colours. Around the central hall is a balcony upon which are arranged the cases containing pottery, glass, metal work, arms and armour, which have been gradually acquired by gift, bequest and purchase until the acquisitions have become of considerable importance and are of the utmost value to students of the industrial arts. ::

:: Since the Gallery was opened to the public in 1902, the various sections have been so enriched by additions that the building is already overcrowded, and the provision of fresh accommodation for some of the departments will require to be considered in the near future. In the art department especially the generosity of donors has been unprecedented as far as regards a provincial gallery. By the bequest of Mrs Elder twenty-one pictures were received, which included several important works by artists hitherto unrepresented. Mrs Walker of Limefield gave, in memory of her father, Mr James Young

THE ART
TREASURES
OF GLASGOW

A QUIET BERTH—
MORNING GLOW

— James Maris



of Kelly, a fine tondo by Botticelli; a superb "Danae" by Burne-Jones was given by Mr William Connal, jun.; Millais's last painting, "The Forerunner," and a large Spanish group by John Phillip, were gifted by the late Sir Charles Tennant. By the will of Bailie A. G. Macdonald, twenty-three pictures by Scottish landscape painters were received; and by bequest of Mr James Gardner, the sombre, pathetic and intensely realistic "Highland Funeral" of Sir James Guthrie. The most important, however, of all recent acquisitions was the bequest of forty-three pictures by Mr James Donald. In it is included one of the numerous portraits of Philip IV. by Velasquez, two admirable still-life studies by the Dutchman, Willem Kalf, and landscapes by Cuyp and Wouwermans. Among the modern pictures are an exceedingly interesting work by Turner when in his early Richard Wilson stage, and one of his exquisite water-colours; two of J. F. Millet's serene and sympathetic renderings of French peasant life; representative works by Corot, Troyon, Dupre, James Maris, Bosboom, Orchardson, Pettie, John Phillip, and others. ::

:: In 1909 Mr J. Carfrae Alston generously gifted nineteen modern pictures by such renowned foreign artists as James Maris, Bosboom, Mauve, Artz, Newhuys, Lessore, and an exquisite example of the art of Monticelli; while native artists are represented by that great animal painter and sculptor J. M. Swan, D. Y. Cameron, R. W. Allan, and Alexander Fraser. Other valuable gifts have been made by individual donors, the latest being two finely executed and locally interesting water-colour drawings by Jules Lessore of "Glasgow Bridge" and "Glasgow Cathedral" received from Mr R. D. Macgregor. ::

:: The extraordinary good fortune of the city in the number of generous donors to its art and science collections has resulted in these magnificent possessions being formed with little addition to the burden of the ratepayer. Since the acquisition of the M'Lellan collection at the cost of £15,000, the Corporation has spent only a little over £16,000 in adding to its art and science possessions. The purchases, as a rule, have been eminently judicious. The main object in view of those in authority has been the worthy one of encouraging Scottish, and more particularly local art, which is now well represented in the Gallery. Occasionally excursions have been made in other fields, but always with the result of further adding to the value and importance of the collection. One of the happiest purchases made was the famous "Portrait of Carlyle" by Whistler, which was acquired for one thousand guineas, but which would now bring at least twenty times that amount. Other modern works purchased were the "Spanish Gipsy" of John Phillip, characteristically opulent and luscious in colour; a powerful rendering of the irresistible "multitudinous sea" by Henry Moore; a pathetically interesting group by Sir John Millais; and a picturesque rendering of an expanse of the Thames, "Limehouse Hole," by Napier Hemy. Neither have the old masters been overlooked. There is the much-debated "Wild Boar Hunt" by Rubens, a picture which will yet justify its purchase; the splendid portrait of a Dutch Admiral by Van der Helst; and the strong but somewhat repellent example of the Spanish Ribera, "St. Peter Repentant." ::

:: From the Exhibition of 1901 a surplus of £40,000 became available for purchases of pictures and museum specimens. In 1905 intimation was made of a bequest by Mr J. Hamilton, of Motherwell, of the whole of his estate, subject to the liferent of his sisters. It is believed that when the estate is realised the bequest will amount to about £50,000. The Art Galleries and Museums are consequently in a most favourable condition financially, and no anxiety need be entertained regarding outlay for their future expansion.

:: In addition to the central Art Gallery at Kelvingrove four branch Museums have been established. The first to be opened was Camphill Branch in 1894. Then followed the erection of the People's Palace and Winter Garden, opened by Lord Rosebery in 1898. In 1905 the mansion-house in Tollcross Park was utilised as a Children's Museum, the first of the kind attempted in the kingdom. The latest addition to the branches is that of Mosesfield, a mansion-house given by Mr Hugh Reid of Hydepark Foundry, which is, in accordance with his desire, made use of more as a place of rest and recreation than a museum. ::

:: All these recent developments are a consequence of the increasing demand for opportunity for the acquisition of knowledge by the people, and this demand cannot be met otherwise than by bringing them face to face with the facts of things. The Art Galleries and Museums are the chief educational institutions of the city. They are the universities of the people, and through them, and them only, can the great bulk of the citizens learn something of the wonders of the natural world, of the growth of civilization throughout the ages, of the immense results of the inventive faculty of man, and of his immortal creations in the domain of art. Institutions so invaluable, giving pleasure to the eye and stimulation to the mind, are deserving of every encouragement, and no effort should be spared to render them as comprehensive and as efficient as possible. ::

THE ART
TREASURES
OF GLASGOW

:: While these activities were at work under Corporation auspices, other influences were helping forward the cause of art. The Glasgow Art Club, founded in 1867 with a membership of nine, is now a flourishing institution, holding annual exhibitions, and the centre of artistic life in the West of Scotland. Of its original members only three survive, viz. :— William Young, R.S.W., David Murray, R.A., and Duncan M'Laurin, R.S.W. ::

:: Another institution—the Royal Scottish Water-Colour Society—was founded in Glasgow in 1878. It has been of immense service in encouraging the practice of that refined and delicate branch of art, and in educating the public to appreciate its merits and attractiveness. Its thirty-third annual exhibition was held in the galleries of the Royal Scottish Academy, in Edinburgh, in 1912. ::

:: The most important movement, however—one that had more far-reaching influence upon art development than any of the organised institutions—was the rise into prominence of the group of young artists known as “The Glasgow School.” Various agencies worked together to bring about this departure from the conventional in Scottish art. They had, in the first place, opportunities for the study of the old masters in the Corporation collection rarely at the command of provincial students. They had also the advantage of making acquaintance with the works of the Barbizon school, the later French impressionists, and of modern Dutch artists which were being collected by local connoisseurs. They had both the old and the new from which to derive inspiration. The beginnings of the new movement had no academic source. It was quite spontaneous and individual. Their early efforts, as a consequence of their daring and unconventional methods, caused a considerable flutter and much controversy in art circles. But they received prominent



A SALMON STREAM
—James Docharty

recognition in several of the principal continental exhibitions, and this was soon followed by appreciation at home. The aggressiveness and eccentricities of some of their earlier work gradually disappeared, and what was vital merged itself into the general progressive art movement which was taking place all over Scotland. Pictures by various originators of the "School" are in the National Galleries of Berlin, Brussels, Paris, Munich, and other continental galleries. In Glasgow they are well represented in Kelvingrove Gallery, and the decorative panels in the banqueting hall in the City Chambers were executed by members of the group. Several of them have also received academic honours. Sir James Guthrie is President of the Royal Scottish Academy, and George Henry is an Associate of the Royal Academy. ::

:: The future of art in Glasgow rests with the citizens, and it is only by their sympathy and encouragement that it can be progressive. Commerce, industry, and mechanical invention, however beneficent they may be, are but ministers to man's material wants. The art of a people outlives all these things, and is their contribution to the permanent wealth of the world. ::



IN AND
AROUND
THE CITY

WEST END PARK

BELLAHOUSTON
PARK

LANGS PARK,
PARTICK

OLD MILL,
ROUKEN GLEN

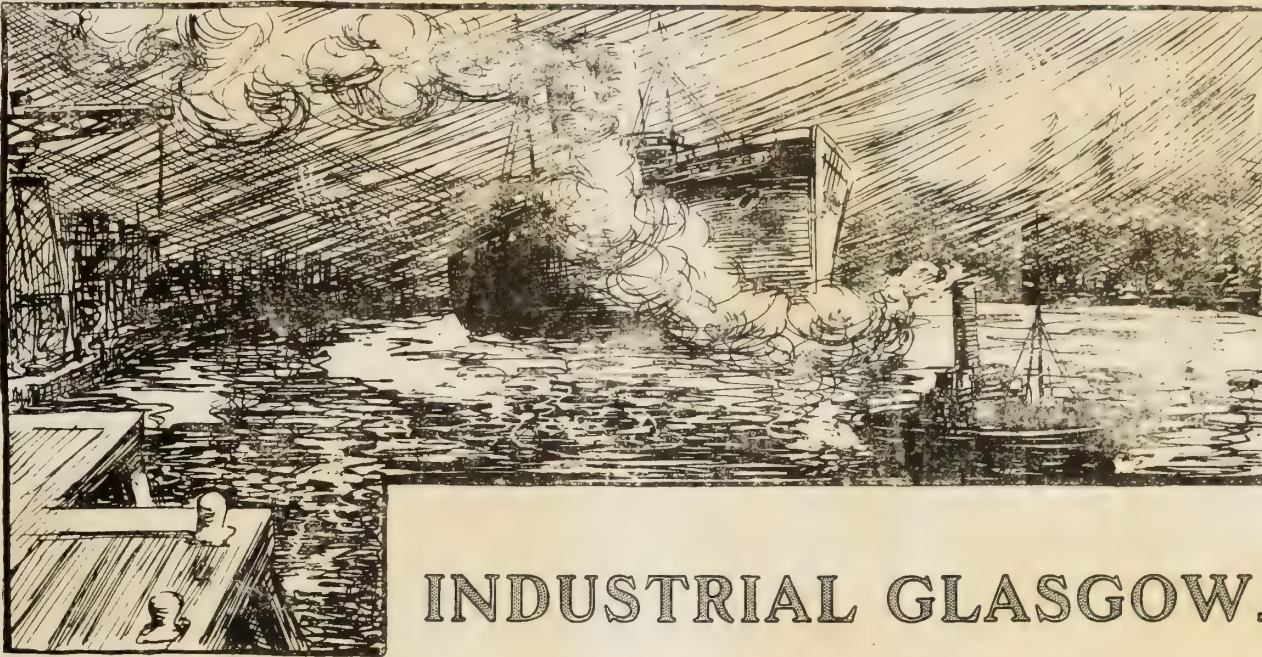
GARSCUBE
HOUSE

SPRINGBURN
PARK

WHITEINCH PARK

MAXWELL PARK





INDUSTRIAL GLASGOW.

IT is a common habit, and one based upon more broadly accurate premises than is the case with many common habits, to refer to the heart as the controlling factor in the human physical mechanism. From this assumption, we are accustomed to refer to the "heart" of a situation or group of circumstances when we indicate the driving-power or controlling force around which the attendant factors revolve. In such manner may it fairly be said that Industry is the "heart" of Glasgow; what the heart is to the human frame the industry of Glasgow is to the Glasgovan communal entity. ::

:: All great cities possess some distinguishing and characteristic feature—London her impossible agglomeration of half-a-dozen cities, Paris her artistic traditions, Berlin her compact modernity, Vienna her butterfly pleasures, Calcutta the artificial fusion of black and white, Buenos Aires, the "nouveau riche" among the historical aristocrats, and so forth. In Glasgow this characteristic is easily distinguishable—indeed, it is unmistakable; it proclaims itself at every turn of Glasgow life and affairs, and its name is "Industry." Through the activities and progress of its industrial life, the various units of which are more than usually interwoven and interdependent, Glasgow presents itself to the observer as an excellent



FROM FOREIGN
LANDS

—James Kay, R.S.W.

INDUSTRIAL GLASGOW

THE BLACK COUNTRY



example of a communistic integer—a centre of activities of compact and close-knit structure, moving always forward in steady advance and expansion through the uniform effort of its component members. ::

:: To the average stranger within the gates the compelling earnestness and sincerity of Glasgow business life is just a little awe-inspiring. It is to her

industrial activities that the city owes her present proud position, and she pays them the compliment of recognising this and of devoting to them her serious attention. Industry is essentially the divinity which has shaped Glasgow's ends, and it must be confessed that it has shaped them after a strongly utilitarian manner. For the beauty of the "chic" the dainty or the ornate Glasgow has no room in her business life. The artistic effects of her industrial side are achieved by a sublime disregard of the existence of art. ::

:: This Industry, as the compelling power in Glasgow life, is reflected in her streets, her buildings, and her citizens. In the business quarters her thoroughfares observe rigidly geometrical patterns; her main arteries are relieved at a respectful distance by auxiliary thoroughfares maintaining a deferential parallel to their sponsors, and contenting themselves humbly with the name of "lane"; the cunning twist and artful turn of the streets of frivolous or old-world towns find no place here. Her public and commercial buildings favour a massive simplicity indicative of solidity and concentration of purpose, but not immediately attractive to the capricious eye unless or until the mind gains sufficient breadth to appreciate the bold singleness of purpose exemplified by them. Her citizens take themselves with proper seriousness, and, in consequence, comport themselves soberly—speaking in the abstract—and with dignity. ::

:: The influence of this dominant Industry pervades the whole social life of Glasgow. To this may be attributed the fact that Glas-



BLAST FURNACES

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AT DALMUIR—
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POINTHOUSE
SHIPYARD—
MESSRS A. & J.
INGLIS, LTD.



govians have the appearance of taking their pleasures sadly—more sadly, that is, than is the common habit of the British race. They are not really making pleasure a sorrow, however; they are making an industry of extracting the full measure of their pleasure as they make an industry of their business life. For this reason Glasgow art, Glasgow music, Glasgow drama, the intellectual life generally of Glasgow, reaches a high standard, because it is judged by this relentless industry, and no other standard will pass muster. In few other cities is the daylight of commonsense turned so mercilessly upon the sparkle of the meretricious; it is a little appalling, a little cruel—but very sound. ::

:: It is of this motive power of Glasgow life, then, that the writer will endeavour in the following pages to paint a pen-picture. There is no space here for details or figures; many excellent works of reference exist which will supply these “ad nauseam” to the

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T.S.S. "AQUITANIA"
ON THE STOCKS

mind lusting for statistics. The purpose of the present article is to present an impressionist view, painted with broad strokes of the brush, of industrial Glasgow, which may be altogether novel to those figuring in the picture, but none the less true to life. ::

:: The industry of the city and the districts immediately surrounding it are founded, as every Glasgow child knows with pride, upon shipbuilding, coal and iron—or the products of the two latter. They are rough industries—using "rough" in its artistic sense—and they claim, in the mass, rough disciples. On this score, the first impression gleaned by a visitor to Glasgow is that of a rough city, unkempt, sordid—even repellent. Such was the original opinion of the writer coming as a stranger to the city many years since, and such is the opinion which has oft-times been expressed to him by other visitors making their first acquaintance with the Second City. The first glimpses of the dark, forbidding



THE YARD WHERE
THE "COMET"
WAS BUILT

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GLASGOW

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PORT-GLASGOW



buildings, the great blocks of tenement dwellings, the curiously verdureless streets, the younger generation of the workers running about shoeless and stockingless, the inter-mixing in the main streets of the city of the wives of the workers in their inevitable shawls, supporting the equally inevitable baby, with the ladies of fashion, all tend to build up this opinion, and it requires more than a passing visit to discover the falsities of first impressions. It is not possible, during a fleeting stay, to appreciate the fact that the scheme of architecture is reflective of a population equally single-minded and utilitarian; it is not possible, within these limits, to realise that the garb of the families of the workers is expressive rather of their independence than of poverty; it is not at all possible to estimate the wealth of social kindness underlying the forbidding exterior of concentrated industrialism. : :

: : The visitor approaching Glasgow by the great highways of the railroad from the north-east or the south-east receives an early intimation of the intensely industrial nature of the great centre that he is approaching. On the north-east lies the Scottish Black Country, and the dense volumes of black smoke, pierced ever and again by the lurid flare of the blast furnace, give him ample evidence of one of the aspects of Glasgow's industrial life. Approaching from the south-east, he passes through other unbeautiful centres of activity in the iron and steel industry, and he also traverses many of the important coal-bearing districts of the past and present time. Journeying from the west by water, after passing through regions which satisfy him beyond measure as to the justice of the term "Bonnie Scotland"—districts which form the holiday playground of Glasgow's thousands of toilers—he proceeds up the river Clyde, created as a useful river by Glasgovan enterprise, through the din incidental upon the rivetting together of iron or steel plates in the construction of dozens of great ships, and he recognises that the curious forests of tall timber poles which line the river banks are emblems of the industry which have made Glasgow and Clydeside famous throughout the seven seas. And at the end of his water journey he discovers the splendid docks, with their thousands of feet of

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quayage, through which Glasgow sends out her products to the four corners of the earth, and receives in exchange for them the commerce of the world. ::

:: As the artist, painting his picture, selects his colours to use, to blend and to achieve the pleasing whole, we will now glance at some of the industries which blend to produce industrial Glasgow. Taking the primal elements, the first in order of seniority is coal. As a coal-PRODUCING centre, it must be confessed that Glasgow is declining. The supplies of Nature, after all, are limited, and even Glasgow's commercial enterprise cannot extend them. Lanarkshire as a coal-field is practically worked out, and in Ayrshire the seams are getting thin. As a coal-HANDLING centre, however, Glasgow still carries an important trade, although of late years the East of Scotland has been relieving its Western neighbour in this direction of some of her hugely varied activities. As a coal-CONSUMING centre, of course, Glasgow remains, and will continue to remain, one of the giants in the industrial world, and her demands are ever increasing. ::

:: The production of coke does not bulk very largely among the important industries of Glasgow, chiefly for the reason that good coking coals in Scotland are few and far between. The West of Scotland is particularly ill-favoured in this connection, although the new field which is opening up in Dumfries produces a valuable coking coal, some of the benefits of which must indubitably come to swell Glasgow's commercial interests. ::

:: The mining of iron ore, again, coming to the second of the primal elements, has almost ceased in Scotland. The Lanarkshire iron-bands are finished, and only a little is mined in Ayr and in Fife; but as far as Glasgow's industrial activities are concerned, almost the whole of the iron required is imported, and three of the leading West of Scotland iron-works own mines abroad. This fact is significantly indicative of the enterprise of a community which always means to be numbered in the front rank of any branch of the industrial world to which it may turn its attention.

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:: The steel interests of Glasgow and the surrounding districts are huge in their importance, and the names of such firms as Colville's, The Steel Company of Scotland (with a Glasgow works at Blochairn), and Beardmore's, with their mighty "Forge" (as it is deprecatingly termed) in the East End, are household words in the engineering world. The steel works of Glasgow and district find employment for approximately 25,000 men, and as a vivid example of the importance of this industry to Glasgow it may be mentioned that at the time of the unhappy coal strike in March, 1912, when the Beardmore Works at Parkhead were compelled to shut down practically in entirety, it was estimated that no fewer than 80,000 persons in the district were directly and seriously affected. Steel, indeed, may almost be reckoned as the industrial barometer of Glasgow's trade. The steel works are very directly concerned with most of the local industries of any importance, and particularly with shipbuilding, and as purveyors of what is the raw material of

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these industries, they are the first to feel the effect of trade fluctuation. As a consequence, however prosperous the immediate present may be, if the steel works are not well booked ahead it is certain that a slump is approaching, which fact forms a very useful guide to the industrial prospects of the community. ::

:: It will easily be understood that, abundantly supplied—naturally in the first instance, and nowadays artificially—with coal and iron, and well-equipped as regards means of transit, Glasgow has proved a rich fostering ground for many engineering activities. Locomotives constitute a very important feature, and in recent years the three principal firms constructing these products have amalgamated to form the North British Locomotive Co., a mighty concern, easily the biggest in Europe, employing over 7000 men, and turning out over 700 locomotives per annum. Two complete locomotives a day



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GLASGOW

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seems rather a tall proposition, even to the lay mind, when one pauses to think of all that is comprised in a railway locomotive ; but this Glasgow concern is in a position to achieve, and has achieved this feat in times of stress, without undue strain. Further requirements of engineering science are provided for in the way of cranes, bridges—the firm of Sir William Arrol & Co., Ltd., will go down to posterity as the builders of the Forth Bridge, to say nothing of a host of equally important, but perhaps not so enormously difficult tasks—of machine tools, sugar machinery—(Glasgow is the original home of some of the most far-reaching developments in this direction)—of agricultural machinery;—indeed, the name of the engineering product of Glasgow is legion. ::

:: In the textile world the spinning of cotton will always be indelibly associated with the West of Scotland through the huge undertakings of J. & P. Coats, of Paisley. To obviate any charge of grasping being laid at the door of Glasgow, we hasten to emphasise the fact that Paisley and Glasgow are entirely distinct communities, and that the Second City is proud of her western neighbour, and will gladly, when the day comes, assimilate the interests and activities of Paisley with her own. Meantime the cotton industry is worthily upheld by purely local firms on the banks of the Clyde in the Rutherglen district, who afford employment to a very large number of the citizens of Glasgow. Again, the East End boasts of an important firm concerned with the manufacture of carpets, which concern was honoured recently by being entrusted with the manufacture of the carpet used in connection with the ceremony of the Coronation of King George V. ::

:: A further variety of industries which find occupation for hundreds of Glasgovians include the leather and leather-belted trade, the timber trade, and the chemical industry, whilst the city ranks among its products one of the most successful commercial motor vehicles manufactured in Great Britain. Incidentally, it is of interest to note that another firm of automobile manufacturers, who have migrated beyond the borders of Glasgow with more or less success, had their origin and enjoyed times of very considerable prosperity within the boundaries of the city in the Bridgeton district. ::

INDUSTRIAL GLASGOW

WILLIAM DENNY &
BROTHERS,
DUMBARTON



:: Another industry which had its European origin in the same quarter of Glasgow, and has since removed its sphere of activities just outside the city boundaries, has developed into one of the most famous concerns in the industrial world. We refer to the Singer Manufacturing Co., who employ over 12,000 hands in their works at Kilbowie, and who find it possible to produce, when working at full stretch, a million and a quarter sewing machines per annum, equivalent to 23,000 per week, or nearly 4000 machines per day! In the face of figures such as these, comment is banal; but rather an interesting story is told of the firm, which will well bear repetition. At a staff dinner, held two or three years ago to celebrate the output of one million machines in the year, the point was raised, in the course of congratulatory speeches, as to where such a vast number of sewing machines went. The General Manager of the Sales Department, when it came to his turn to get upon his hind legs, made reference to this query as follows:—"It has been asked where the huge number of machines which we manufacture go? In reply I would say, that where these machines go is no interest to me; but if any gentleman present can tell me any town or village in Europe where they do NOT go, I will — soon have an agent there!" ::

:: And so we come to the industry of all Glasgow industries, which we have purposely left to the last. What shall we say about shipbuilding? Clyde-built ships are known wherever men go down to the sea in ships. Two centuries ago Scotts of Greenock were building tiny wooden sailing ships; to-day the same firm have just completed a Dreadnought for the British Navy. That simple sentence epitomises the story of Clyde shipbuilding, as it does the growth of British marine pre-eminence. The two things are indissolubly linked together, and who shall tell the story within the limits of a short article touching upon many other themes? The Clyde witnessed the application of steam to marine purposes; the first steamship was borne upon its waters. The same river witnessed, participated, and led in the supersession of wood by iron and of iron by steel. Engineers bred and trained on its banks have originated and assisted in the development of the mechanical propulsion of ships in all its stages; and many of the greatest names

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in marine engineering belong to the Clyde, and belong to Glasgow. Some of the biggest ships in the world—vessels of a size impossible of conception to a previous generation—have been built and launched on a river which forty years ago was not navigable above Bowling—that is to say, was not navigable six miles short of the spot on which these huge masses were constructed! What can convey more adequately than this a sense of the irresistible energy in the direction of progress and development of Glasgow industry? ::

:: Some general idea of the importance of this shipbuilding industry to Glasgow may be conveyed by a few figures illuminated by comparative statements. During 1912, 389 vessels were launched (for the figures quoted here the writer is indebted to the valuable year-book published by the “Glasgow Herald”), measuring 640,529 Board of Trade tons gross. This output compares very favourably with the whole of Germany,

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GOVAN SHIP-
BUILDING YARD

being 110,000 tons greater ; it is almost double the output of the whole of the United States ; its total is less than 58,000 tons short of those of the Tyne and Wear combined ; it equalled during 1912 almost a third of the total tonnage of the United Kingdom, and rather more than a sixth of that of the whole world. With regard to the engineering output, the total I.H.P. constructed amounted to over 878,000, nothing like which has ever been turned out before in one year in any one shipbuilding district. The figures probably represent far more marine-propelling power than has ever been produced in any single country outside Great Britain within twelve months, while they represent more than two-thirds of all the English marine engineering shops' output in horse-power in 1912. Incidentally it is of considerable interest to note that Messrs John Brown & Co., of Clydebank, achieved an individual record of 178,500 I.H.P., which is the largest which has ever been manufactured in one year by one company. This is the second consecutive year in which the Clydebank firm have had six figures to their credit. ::



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:: A word now as to the conditions of the workers who form the units in the great sum of Glasgow's industrial prosperity. The younger generation in the engineering world are provided for very amply as regards their technical training. The Glasgow and West of Scotland Technical College in Glasgow provides a means for hundreds of youths to acquire the best technical training at a comparatively nominal charge in all branches of industrial activity; whilst, at an earlier stage than this, schools are provided specialising to a large extent in technical training. The commercial side of industry, too, is not neglected, several excellent institutions, notable amongst them being the Athenæum Commercial College, providing for the training in this direction of the young idea. Furthermore, of course, the apprenticeship system obtains in all the important engineering concerns, and many a Glasgow youth who afterwards achieves success, has had reason to thank his early training in these splendid schools of practical experience. ::

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RITCHIE, GRAHAM
& MILNE,
WHITEINCH

:: With regard to the housing of the workers, it must be admitted that for a period Glasgow was not awake to the importance of this aspect, with the result that in many cases very undesirable conditions were prevalent. The municipal authorities, however, are now fully awake to the importance of this question, and are grappling it with enthusiastic energy; whilst in many cases private enterprise, supplemented and often prompted by firms employing the workers, is providing dwelling-places outwith the immediate confines of the city, wherein the worker may spend his leisure in surroundings both pleasant and beneficial. ::

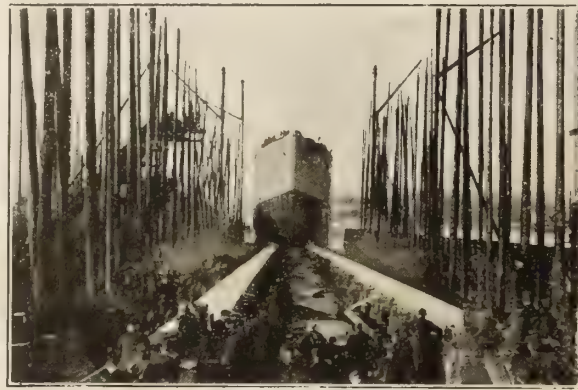
:: From the point of view of recreation, Glasgow's industrial population is extremely well provided for. Within easy access lies some of the most beautiful scenery in the world, and means of transit are cheap, speedy and frequent; whilst their local pleasures are catered for by means of theatres, music halls and picture-houses innumerable, providing healthy entertainment at very reasonable charges. It is a matter for wonder to many that, in regard to certain aspects, such as licensing facilities, the masses allow themselves to be so apparently inconvenienced; but it can only be



D. & W. HENDERSON
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A LAUNCH



ness and acumen, and the "foreign" element, which is so largely represented in the city, is speedily brought up to concert pitch, or finds it necessary to drop out of the race. The habits and customs of the commercial element in the industrial life of Glasgow are very similar to those of other great industrial centres, except that, perhaps, the virtues of caution are apt to be indulged in to excess. A point which never fails to arouse interest in the visitor to Glasgow is the prevalence of "tea-shops," and it takes some time to realise the amount of important business which is discussed over a cup of tea or coffee. ::

:: An important feature of the commercial life of Glasgow, which merits special mention here, is the facilities afforded by the Scottish Banks for advancing loans, working on overdrafts, &c. To those accustomed to the habits and customs of English Banking Houses these facilities appear little short of miraculous. They are attributable, no doubt, to the fact that Scotland is, and always has been, relatively a poor country; but the importance of the part these advantages have played in the development of Glasgow's commerce cannot be overestimated. ::

:: With regard to the professions, Glasgow University takes a quite important share in the industrial development of the city. Naval Architecture, as might be expected, receives special treatment, but the other professions are by no means neglected, and Glasgow may well be proud of her University. ::

:: In legal circles a considerable amount of soreness is felt that Glasgow, as the undisputed commercial capital of Scotland, has to take her important commercial cases to Edinburgh for settlement, and it is possible that one day this anomalous state of affairs will be adjusted. Until that time, however, the ancient capital can claim legal pre-eminence—which possibly is a two-edged honour! ::

:: We have endeavoured now to apply all the colours necessary for a broad, bold picture of the industrial aspect of Glasgow. The lights and shades, the details, must be left for another canvas, for a brush more at home in this closer examination



LEAVING THE YARD

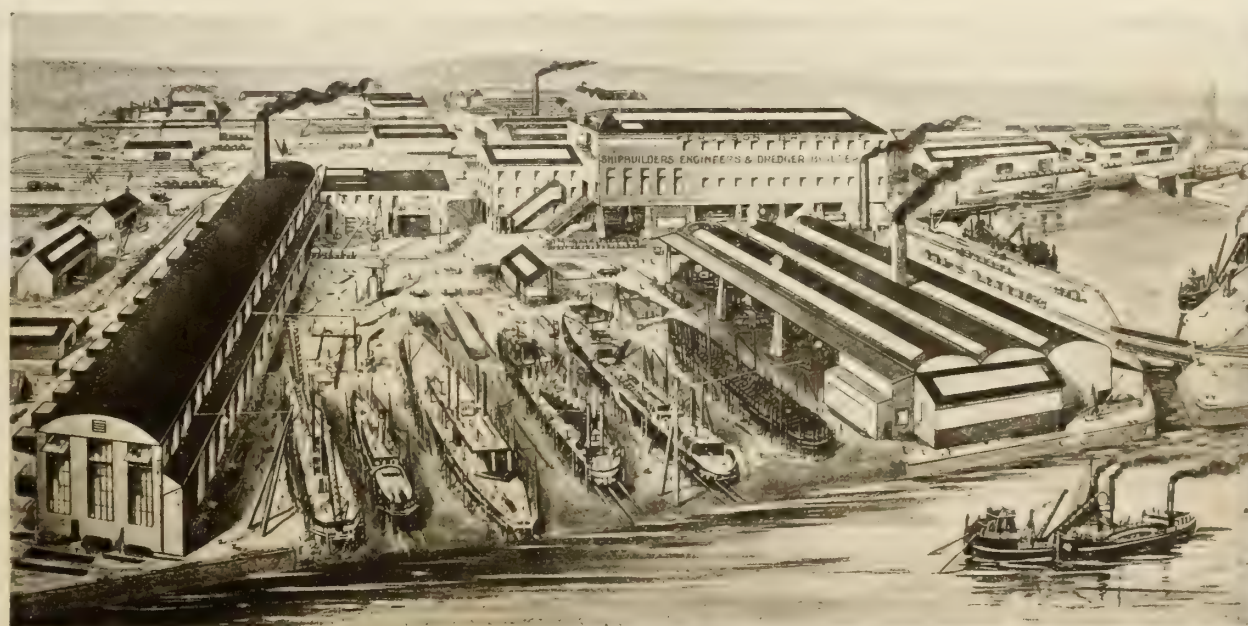
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of the subject ; but we hope and trust that we have succeeded in presenting to the onlooker a picture of Glasgow as we find it—a solid, well-knit community, concentrated in purpose, earnest in endeavour, bold in enterprise, and unflagging in pursuit of progress. ::

ARTHUR L. WHITE.



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Notes on the History of Glasgow.

FOR many centuries the history of Glasgow is either unwritten or obscure. Even the meaning of the name is a matter of conjecture. Probably the nearest guess has been made by the scholar who gave the roots as “Glas”—green, and “cu” or “ghu”—dear; that is to say, “dear green spot.” Beyond question the place was worthy of that description when Kentigern, otherwise and more popularly St. Mungo, came there to Christianise the Britons of Strathclyde about 560 A.D. The lines of the early clerics were always chosen in particularly pleasant places. Kentigern fixed his settlement on the summit of the gently swelling eminence to the west of the Molendinar Burn ravine, and within a bowshot of the Clyde, which was then a broad, shallow stream flowing between grassy holms. Here, on the site of the Cathedral, St. Mungo erected a wooden church. No doubt he was a highly successful proselytiser. Anyway, posterity held his name in such reverence that at some date unknown he was chosen as the Patron Saint of Glasgow. The statement that the arms of the city were suggested by a miraculous incident in his career is apochryphal. Neither was he the author of the civic motto, “Let Glasgow Flourish by the Preaching of the Word,” which the present highly industrialised generation, reckless of its reputation for superior piety and desirous only of studying verbal economy, has shortened to the forceful “Let Glasgow Flourish.” ::

:: For fully five centuries after the arrival of St. Mungo absolutely nothing is known of the city’s history. David I., then Prince of Cumbria, re-established the Bishopric in 1116, and translated his chaplain, John Achaius, to the See. The latter erected a Cathedral in 1136, but the building was burned down in the time of Bishop Joceline. Joceline, who appears to have been an ecclesiastic of much enterprise, and the pioneer in Scotland of the still flourishing order of “begging friars,” collected money for the re-edification of the fane from nearly every part of the Continent. By 1199—the year of

its consecration—the crypt, the oldest existing part of the Cathedral, had been completed, and he also began the choir, Lady Chapel, and central tower. ::

:: This good prelate, to whom Glasgow likewise owes its first charter as a town, which was granted by William the Lion about 1178, died in 1199. His successor, Bishop Bondington (1233-58), finished the crypt and choir, but the work was still in progress when Bishop Wishart was appointed to the See about 1277. Indeed, the Cathedral was not completed till the time of the “magnificent” Bishop John Cameron, who was appointed in 1428, and died in 1446. ::



A CRYPT—
GLASGOW
CATHEDRAL

:: Bishop Robert Wishart, who was consecrated in 1273, is perhaps the most illustrious of the many distinguished occupants of the Episcopal throne. During the Wars of Scottish Independence he warmly espoused the patriotic cause, and was one of the earliest adherents of Wallace. He it was who removed the ban of the Church from Robert the Bruce, after the latter's slaughter of John Comyn at the Greyfriars, Dumfries, and he also prepared the robes and Royal Standard for Bruce's coronation at St. Andrews. Though, through the exigencies of circumstances, the Bishop repeatedly swore fealty to Edward I., he as often broke his oath, with the result that that monarch hated him very cordially. Indeed, but for the Prelate's rank in the Church, “Longshanks” would have gladly put him to death when he was captured in 1306, in the Castle of Cupar, which he had defended against the English. As it was, Wishart was thrown into a dungeon, where he suffered so severely that when released after Bannockburn, in 1314, he was completely blind and so broken in body that he died two years later. ::

:: The historic battle of the “Bell o' the Brae,” which is recorded by Blind Harry, was fought during Wishart's Episcopacy. The Minstrel's details of the fight are circumstantial, though probably not quite reliable. ::

:: At the time, the Bishop's Castle was strongly garrisoned by the Southern invaders.

Marching from Ayr, where he had been engaged in the sanguinary affair known as the " Burning of the Barns," Wallace crossed the bridge, and divided his fighting force into two sections—one commanded by himself, and the other by Auchinleck of Auchinleck. The first proceeded castlewards by the High Street, and the second by St. Mungo's Lane and the Drygate. The garrison, under Percy, the governor, sallied forth to demolish the enemy, the parties meeting at the point subsequently occupied by the old University. While the fortunes of the day were still doubtful, Auchinleck and his men rushed out of the Drygate, Wallace himself cut down Percy, and the English broke and fled. The date is 1300 ; five years later Wallace was betrayed to the enemy by the " fause Menteith," at a place on the outskirts of the city usually identified as the present Robroyston. ::

:: In these early days Glasgow owed its national importance to the fact that the Bishopric was one of the wealthiest, and thus one of the most important, in Scotland. The ecclesiastical element was predominant ; all others " gentle and simple " alike, were the prelates' dependents. Many of the early bishops, however, were men of ability as well as piety and learning, who had the interests of the Church and the community deeply at heart. The first stone bridge across the Clyde was built between 1345 and 1350 (the year of one of the great plagues) by Bishop William Rae. The structure, which consisted of eight arches, with a width of twelve feet, was long popularly regarded as a marvel of architecture, into which, but for the sacred auspices under which it was reared,



THE CATHEDRAL

the element of the diabolical would have been held to enter. It crossed the river at the foot of the present Stockwell Street. ::

:: For centuries, owing to the almost wholly landlocked position of the town, the trade was of little importance. The father of Glasgow's commerce appears to have been William Elphinstone, a cadet of the baronial house of that name, who settled in Glasgow as a merchant about 1420. He traded in cured salmon and herrings with France, and in return imported brandy and salt. ::



:: Bishop John Cameron, the "magnificent," of whom note has been already made, was consecrated in 1425. Probably a good deal of the money with which he so splendidly maintained the dignity of his position was obtained by oppression. Anyway, the references to him in the Chronicles of Pitscottie are not savoury. That historian impressively records the manner of the Bishop's death. At Yuletide, 1446, he was sleeping, and was awakened by a peal of thunder and a voice out of Heaven summoning him to the "extreme judgment of God without delay to give an account and reckoning of all his cruel offences." The first summons Cameron disregarded, but when it was repeated for the third time he shot out his tongue wildly and died, looking, after death, like one that had been hanged on the gallows. ::

:: Cameron was succeeded by the learned William Turnbull, who, in 1450, founded the University under a Bull of Pope Nicholas V. This prelate's Episcopacy is notable also from the facts that in the same year the town was made a Burgh of Regality, and that a Provost of Glasgow is first heard of in 1454. The office was filled by John Stewart of Minto, but the privileges must have been of a restricted order, as he and the bailies and other officials were elected by the bishop. This system was not changed till 1587, when the Church lands were seized by the Crown, and some months later granted to Walter Stewart, Commendator of Blantyre, in consideration of an annual feu payment to the Crown of £500 Scots. The Commendator and the Duke of Lennox both claimed the right of nominating the provost and magistracy. In 1600 the privilege was conferred on Lennox by his cousin, James VI., but five years later the city itself was allowed the right, which in 1611 was confirmed by Act of Parliament, under the condition, however, that both Lennox and the Church should reserve the power to influence the election. Twenty-five years later, in 1636, Glasgow attained the full dignity of a royal burgh, with the freedom of the Clyde from the Bridge of Glasgow to the Clochstane in the Firth of Clyde. This put the city on a footing of equality with its more ancient neighbours, Rutherglen, Renfrew, and Dumbarton, although probably the latter continued for some time longer to scorn the settlement of Kentigern as a mere "nouveau riche" among burghs. ::

:: Turnbull was followed by Robert Blackadder, who in 1488 was granted a Bull by Pope Alexander VI., elevating the See to an Archbishopric. The Archbishop died off

the coast of Syria while on a pilgrimage to the Holy Land in 1508. His successor was James Beaton—uncle of the famous Cardinal David Beaton, one of the greatest Scotsmen of any age, though his name and fame are stained by the “blood of the Saints”—who was translated to St. Andrews in 1524. Following him came the gentle Gavin Dunbar, who had been tutor to James IV. Dunbar stepped into the See at a particularly unfortunate time for his own happiness. After using all his persuasive arts to obtain something in the nature of a recantation he was obliged to hand two young heretics, Jerom Russel and John Kennedy from Ayr, over to the secular powers, who had them burned at the stake. This was in 1538. The profession of the “new faith,” however, was of much earlier date, as, thirty-five years previously, thirty persons from Kyle and Cunningham appeared before Archbishop Blackadder charged with heresy. All the thirty, however, were easily persuaded to acknowledge the error of their ways, and they were dismissed with an admonition to take no heed of new doctrines but content themselves with the faith of the Church. ::

:: Dunbar died in 1547, and after him came James Beaton, a brother of the Cardinal, who, unlike the latter, was a man of kindly, placable temperament, but, withal, shrewd and far-seeing in worldly affairs. A good deal of history had been made during the years immediately prior to his accession. In 1544 the Earl of Arran, then the heir-presumptive to the throne, was appointed Regent of the Kingdom. This pleased neither the Queen Mother nor the Earl of Lennox. Accordingly Lennox, acting in conjunction with the “good” Earl of Glencairn, garrisoned the Bishop’s Palace, which Arran soon afterwards besieged with cannon. After the siege had lasted ten days the garrison surrendered on condition that their lives were spared. To this the victor agreed, but no sooner were the prisoners at his mercy than he massacred all with the exception of two who escaped. To avenge this atrocity Lennox, who at the time of the siege was absent at Dumbarton Castle, planned with the “good” Earl to ravage Arran’s estates in Clydesdale. The Regent, however, obtained early information of their intention, and forestalled the raid by marching to Glasgow. Before he could enter the city Glencairn met him at the Butts (now the Gallowgate) at the head of 800 men, retainers of his own and citizens. A fierce conflict ensued in which the Regent was victorious, mainly owing to the defection of one of Glencairn’s officers. Arran then plundered the city. ::



:: Beaton clearly foresaw that the downfall of Catholicism was imminent. When the Earl of Lennox, the principal nobleman of the diocese, embraced the Reformed faith he removed all the portable valuables in the Cathedral, along with a number of priceless records, including the “Red Book of Glasgow,” to the Palace, which henceforward was guarded by retainers of the Catholic gentlemen of the district, and in 1558 entered into

THE BROOMIELAW
IN 1812

a bond with the Earl of Arran to defend him and his possessions. Arran broke the covenant next year, and assaulted and captured the Palace, from which he was dislodged with difficulty by the forces of the Queen Regent. Arran's betrayal clearly showed the Archbishop that the end had come, so in 1560 he left for France, taking with him the Cathedral plate and documents. The latter were deposited in the Scots College in Paris. Beaton died in 1603 at the age of 86. He was the last Archbishop of the mediæval Catholic hierarchy. The townsmen of Glasgow were deeply inimical to Queen Mary, and no doubt there was much open rejoicing on the evening of that fated day, 13th May, 1568, when her army was defeated at Langside, principally by the skill of that consummately able soldier, Kirkaldy of Grange, who, at a critical moment, brought up the reserves and converted what would presently have been a defeat into a decisive victory. It is one of the ironies of history that Kirkaldy, who was thus mainly instrumental in sending his royal mistress to the block, subsequently nobly expiated his crime by giving his life for her cause. : :

: : Following the triumph of the "Lords of the Congregation," a commission, including the Earls of Arran, Argyll, and Glencairn, visited the city and destroyed all the altars, images, and other symbols of the old faith in the Cathedral; but, through the intercession of the inhabitants, the building itself was spared. This was particularly displeasing to the preachers, the more advanced of whom held that the "places where idols had been worshipped ought by the law of God to be destroyed, and that the sparing of them was the reserving of things execrable." Andrew Melville so insistently urged on the magistrates the advisability, for their souls' salvation, of pulling down the Cathedral in order to build three churches with the material, that the latter at last consented, and went so far as to fix a day and to hire workmen for the perpetration of the foul deed. The threatened destruction of the city's crowning glory was averted by the spirited action of the craftsmen, who rose in wrath, "swearing with many oaths," that he who cast down the first stone should be buried under it. The terrified magistrates then discharged the workmen, but the leaders of the craftsmen were summoned to Edinburgh to answer the Council for their interference. There, however, they were discharged by command of James VI., then a boy of thirteen, who declared that too many churches had been already destroyed, and that he would "tolerate no more abuses of that kind." : :

: : Robert Montgomery was the first of Glasgow's "Tulchan Bishops," i.e., titular bishops, who agreed to allow the nobles to retain the greater part of the revenues of the dioceses. He was appointed Archbishop in 1581, on the understanding that the bigger proportion of the income of the temporalities was to be paid to the Earl of Lennox. The financial arrangement was deeply obnoxious to the commons, who doubtless felt themselves despoiled of their just share of the plunder, and on the day appointed for Montgomery's induction, a Presbyterian preacher, named Howie, took prior possession of the pulpit, from which he was ejected by the Provost, Sir Matthew Stewart of Minto, after a severe struggle, in the course of which the preacher lost a handful of whisker and some of his blood. Minto's action was adjudged sacrilege by most of his fellow-townsmen, and it was popularly believed to have brought down the curse of Heaven on the heads of his posterity, as from that date the fortunes of the family, who had been practically hereditary Provosts of the city, began to decay, and the proud race ended with a Darien Expedition emigrant.

As a result of the Cathedral "bruilzie," Howie was substituted for Montgomery, but, in colloquial phrase, the Earl of Lennox "retained the proceeds." ::

:: Fifteen Archbishops occupied the See between the date of Howie's appointment and the Revolution. Among the most notable of the Protestant Archbishops were Spottiswood, the Church historian, who was translated to St. Andrews in 1615; James Law (1615-32), great-great-grand-uncle of John Law of Mississippi Scheme celebrity, whose monument is preserved in the Lady Chapel; and Robert Leighton, whose tenure of office only lasted from 1670 to 1674. ::

:: The famous General Assembly of 1638, which followed the introduction of Laud's Liturgy, was perhaps the most momentous meeting of the kind that has ever been held in Scotland. It consisted of 140 minister-members, two professors, non-members, and 98 elders. Included among the latter were 17 noblemen, 9 knights, 25 landed proprietors, and 47 burgesses. Galleries were specially reserved for ladies and young noblemen who were not members of the House. None of the ministers was robed, and many of the elders wore swords and daggers. The jostling, thrusting, and swearing of the crowd in the Cathedral was so great that Baillie, the historian, has left it on record that if the "fathers" and elders had behaved in his house as rudely as they did in the House of God he would have turned them out. The pace of the proceedings was fast and furious. Episcopacy was abjured, and the Assembly decided to return to Church government by Sessions, Presbyteries, and Synods. The archbishops and the bishops were next excommunicated, and all classes of the people were ordered to sign the Solemn League and Covenant. ::

:: This meeting was the prelude to the outbreak of the Civil War. Shortly after his victory over the Covenanters at Kilsyth, Montrose came to the city, where he was welcomed by the magistrates with fair words on their lips and fear and trembling in their hearts. The great Cavalier behaved with moderation in his day of triumph, and departed in peace after borrowing £50,000 Scots. A month later he was surprised and defeated at Philiphaugh by General David Leslie. The latter also came to town and likewise borrowed some money—£20,000 Scots—which sum, he humorously explained, was needed to pay the interest on Montrose's loan. However, by putting to death three of the Philiphaugh prisoners—Sir William Rollock, Sir Philip Nisbet, and Alexander Ogilvy of the family of Inverquhar—he provided the populace with an entertainment which, in the exacerbated state of public feeling, proved highly agreeable. As Professor David Dickson wrote at the time, "The work gangs bonnily on." ::

:: More trouble fell upon Glasgow after the surrender of Charles I. to the English. The magistrates, at the instigation of the preachers, neglected to supply the quota of fighting men levied by the Scottish Parliament, who had now espoused the cause of the betrayed monarch, and as a consequence all of them were deposed. Worse than that, five troops of horse and foot were sent to the city, with explicit instructions from headquarters that the men were to be billeted exclusively on the magistrates, councillors, ministers, and members of the Kirk-Session and their friends. Some of the wealthier of these unfortunates had to quarter as many as 10, 20, and 30 soldiers each, besides



providing them with brandy, wine, and ale, and finding their daily pay of fourpence per man. The cost of the invasion was calculated at £40,000 Scots. ::

:: Cromwell journeyed to Glasgow shortly after the battle of Dunbar, and put up at the house of Campbell of Silvercraigs (of the Blythswood family), which stood in the Saltmarket nearly opposite the Bridgegate. Finding that all the magistrates had fled at his approach, he sent for Patrick Gillespie, the minister of the High Church (subsequently Principal of the University), and after dining and wining his guest exceedingly well, delivered a prayer of such tremendous length and unction that the reverend gentleman concluded that his entertainer must surely be "one of the elect." The Protector's visit had a most beneficial effect on the fortunes of the city. As soon as it was known that he came with an olive branch instead of a sword in his hand many of the residents returned from exile and resumed their ordinary avocations. During the Commonwealth an effort was made by the citizens to effect a Union between Scotland and England, but the scheme was delayed for nearly half a century by the death of Cromwell and the Restoration. The Protector's removal of the restrictions on trade between the two countries materially benefited Glasgow, which in 1656 was described as a "very neate burghe town—one of the most considerablest burghs in Scotland, as well for the structure as trade of it." ::

:: Four years prior to the date of this report a third of the city was destroyed by fire, and another conflagration in 1677 demolished 136 houses, the homes of between 500 and 600 families. The fire began near the top of the Saltmarket, and was caused by a vengeful blacksmith's apprentice, who had been beaten by his master, setting the smithy alight. ::

:: The Restoration was celebrated with much the same boisterous festivity as in other

parts of Scotland, which may be taken as clear evidence that the natives did not know what was in store for them. ::

:: Andrew Fairfoul, the minister of Duns, was appointed Archbishop in 1662. The same year a committee of the Privy Council, with the Earl of Middleton at its head, came to Glasgow to hear the complaint of Fairfoul that the existing clergy and laity refused to acknowledge his authority. The committee decided that this refusal was equal to non-obedience, and decreed that all such clergymen should remove from their parishes within a month, and that the people were not to acknowledge the "outed" pastors or to listen to their sermons. Middleton and the committee, all the members of which with one exception are said to have been continuously drunk, next visited Ayrshire, and as a result 400 ministers were expelled from their livings. Glasgow naturally became the headquarters of the Westland Whiggamores. Early in 1678 the committee again visited the city, this time bringing with them a band of 5000 Highlanders to support their authority. The rapacity and insolence of the "Highland Host" were so unbearable that, much against the grain, the Provost, magistrates, councillors, and leading men of the city subscribed a bond to the effect that they would neither attend nor countenance conventicles in any shape or form. The "Host" then marched into Ayrshire, where they inflicted damage to the extent of £137,499 Scots, but failed to convert the lieges to Episcopacy. ::

:: After Drumclog a body of Covenanters attacked Claverhouse, who had retreated into Glasgow, but were sharply repulsed, and following Bothwell Brig, where Claverhouse glutted his revenge on the Sectaries, Monmouth was asked by some of his officers to burn the town, or at least give it up to plunder for three hours, but he magnanimously refused. A number of Covenanters suffered at the Cross and the foot of the Howgate in 1680, at which date the Tolbooth was so crowded with recalcitrants that the prisoners had to sleep by turns. ::

:: A loyal address to the Prince of Orange was prepared in 1699, and later a body of 500 men (the nucleus of the Cameronian Regiment) was sent to Edinburgh to assist in guarding Parliament while the subject of the settlement of the Crown on William and Mary was being discussed. ::

:: The greatest calamity which ever befell the city occurred in 1699. The population was then about 12,000. When the Expedition to Darien was projected, the Council, on

behalf of the community, took stock to the value of £3000, and many of the wealthy burgesses subscribed to the whole extent of their means. A large number of citizens also determined to settle at Darien. The last of the emigrants (including the impoverished representative of the Stewarts of Minto), 1200 in all, sailed in three frigates from Rothesay Bay on the 14th September, 1699. Only six score or so of the adventurers returned, all completely stricken in



soul and body, and hundreds of hitherto affluent households were reduced to beggary. So seriously did the mercantile interest suffer that not a single Glasgow merchant owned a ship till 1718. ::

:: Glasgow was bitterly hostile to the Act of Union. This was in part due to the intense feeling against England engendered by the Darien tragedy and the restrictive trade tariffs imposed south of the Border, and also in part to the fact that under the measure the city lost its Member of Parliament, and was henceforward to be grouped for Parliamentary purposes with Rutherglen, Renfrew, and Dumbarton. A sermon preached by the Rev. James Clark in the Tron Church one Sacrament Sunday in November, 1706, and the refusal of the magistrates to deliver a remonstrance against the Union to Parliament, so inflamed the mob that they attacked the house of the Provost, disarmed the Town Guard, stormed the Tolbooth, and seized 250 halberts in the civic armoury. The Provost and other pro-Unionists only saved their lives by flight, and the houses of many other citizens suspected of Unionist sympathies were entered and searched for arms. The rioting lasted for several weeks. The principal of the ringleaders appears to have been one Finlay, a Jacobite publican of considerable force of character, who, at the head of an armed force, set out for Edinburgh with the intention of dispersing Parliament. This bold plan failed through no fault of Finlay's, and though he and others were subsequently arrested, all escaped with their lives, and were released on the passing of the Act of Union. ::

:: Glasgow's commercial greatness dates from the Union. Though in 1692 the local merchants possessed 15 ships, of from 30 to 60 tons burthen, and representing a total of 1182 tons, all the craft had to be sacrificed owing to the owners' losses in the Darien Expedition. By 1699 the population of the city had dwindled to 10,000. After 1707, when Glasgow began to trade in a humble way with Virginia and Maryland, the ships for the purpose were chartered at other ports, principally at Whitehaven. The first vessel owned in Glasgow—a 60 tonner—which crossed the Atlantic, was built at Greenock in 1718. The trade with the Colonies, which principally consisted in the import of tobacco, sugar, and rum, though hampered by restrictions imposed by Parliament at the instigation of rival English ports, speedily reached considerable dimensions. Defoe, in the course of his "Tour in Scotland," mentions that in 1722 between 20 and 30 ships came from the plantations every year; and in a new edition of that work, published in 1727, it is stated that annually 50 ships sailed to Virginia, New England, and other Colonies. As the result of the visit of a Parliamentary Commission in 1722, the trading restrictions were removed, whereupon the city began to flourish prodigiously. Soon afterwards the craft numbered 67, and in addition to the colonies already mentioned, trade was carried on with Jamaica, Antigua, Barbados, St. Kitts, and Santa Cruz. Business relations were also established on a sound financial footing with Holland, Gibraltar, and other parts of the Continent. The most flourishing days of the tobacco trade were from 1740 till the outbreak of the American War of Independence, thirty years later. In 1771 no less than 49,000 of the 90,000 hogsheads of tobacco imported in Great Britain were consigned to Glasgow, which then registered 60,000 tons of shipping.

:: For many centuries the city of St. Mungo ranked as an inland town. Up to the middle of the eighteenth century the Clyde was navigable only by flat-bottomed craft of a

few tons burthen. These carried to the Broomielaw the cargoes which had been transferred from deep-sea vessels at Port-Glasgow and Greenock. The first real attempt to make the channel navigable dates from 1768. Since that year the work of widening, deepening, and straightening the river and harbour have been carried on continuously, and up to the present time the capital expenditure amounts to the enormous total of over nine and a half millions. ::

:: Of course, Glasgow could never have attained its present importance had it not been for the great coal and iron fields in the vicinity. The first authentic record of the coal occurs in 1578, in which year the Archbishop let the "coal-heuchtis and colis within the baronie of Glasgow" for three years at an annual rent of £40 Scots (£5 stg.) and 270 "laid" of coal—the "laid" being equal to 320 lbs. Probably the pits were in the Gorbals. The Council let these pits and others in the "muir heugh" in 1655 for £33 4s, under condition that the tenants were not to employ more than eight hewers or charge more than fourpence for nine gallons. By 1760 the price of half-a-ton had advanced to 1s 3d; in 1778 the cost of the same quantity was 3s. David Mushat discovered the fine qualities of blackband iron-stone, then known as "wild coal," in 1801; and in 1828 James Beaumont Neilson, engineer, Glasgow, obtained a patent for the manufacture of iron by "hot-blast," a process which enabled the ironmasters to produce a material of superior quality at three-sevenths the cost of the fuel previously required. These discoveries resulted in the immediate vast expansion of both industries. By 1831, 561,049 tons of coal were brought into the city, of which 124,000 tons were exported, and the balance of 437,049 tons used for domestic purposes and in public works. Seven years later the number of blast furnaces in Scotland had increased to 56, capable of producing 189,800 tons of pig-iron annually. Glasgow had already laid the foundation of her fame as a shipbuilding port. Henry Bell applied the principle of James Watt's engine to marine propulsion, and the tiny steamer, "Comet," the pioneer of the leviathans of to-day, was launched at Port-Glasgow on 24th July, 1812. ::

:: Glasgow was little affected by the Rising of 1715. A regiment of 600 men, however, was fitted out at the expense of the city, each warrior being paid eightpence a day, but this force saw no active service. Much to the discontent of the lieges, 300 rebel prisoners were sent to the city, where they had to be fed, lodged, and guarded at considerable expense. ::

:: The Shawfield Riot took place in 1725, in which year malt was taxed for the first time. As ale then occupied much the same place in the scheme of domestic economy as tea and milk do at present, the impost was bitterly resented, feeling at last becoming so inflamed that a mob attacked and dismantled the house of Daniel Campbell of Shawfield, the Member of Parliament for the Glasgow Burghs, who had either voted for the tax or failed to do his utmost to prevent its becoming operative. The riot was suppressed by the military after nine of the insurgents had been killed and seventeen wounded. As the result of an inquiry made on the spot by the Lord Advocate (the celebrated Duncan Forbes of Culloden), the Provost and bailies were imprisoned in the Tolbooth, and subsequently sent to Edinburgh Castle, from which, however, they were released after a day's confinement. To add to the civic grievance, Shawfield was granted a parliamentary

indemnity of £6080, which the city had to pay, in addition to other charges amounting to £3000. ::

:: Quartermaster-General John Hay and Macgregor of Glengyle, with a party of his clan, were unwelcome visitors in 1745. They came to enforce Prince Charles Edward's demand for a levy of £15,000, but, with some difficulty, Hay was persuaded to accept £5000 in money, and goods to the value of £500, in full quittance of the claim. Strongly Whiggish as ever, the town raised two regiments for the service of the Government, and these took part, without discredit, in the battle of Falkirk. ::

:: On the way north from Derby the Prince himself stayed in the town at the house of Glassford of Dugaldston, who had acquired the fine mansion wrecked by the Shawfield rioters. He was very coldly received by the burghers, although many of the fairest of the women smiled on him. The visit cost the community 6000 short cloth coats, 12,000 linen shirts, 6000 pairs of shoes, 6000 pairs of hose, 6000 waistcoats, and 6000 blue bonnets. These articles were needed for his men, most of whom were barefooted and in rags. The tidings of the Jacobite defeat at Culloden were received in Glasgow with great joy. According to tradition, some of the Prince's officers were so incensed at their covertly hostile reception that the city would have been plundered and burned but for the intercession of Cameron of Lochiel. Altogether the "Young Chevalier" cost the burgh £14,000, but an indemnity of £10,000 was received from the Government in 1749. ::

:: On receiving the news of the determined stand made by the revolted American colonists at Lexington and Bunker's Hill, a body of 1000 men was placed at the disposal of the Government, while Speirs of Elderslie, Cuninghame of Lainshaw, and other merchants offered ships for purposes of transport. Glassford of Dugaldston, the principal of the foreign traders, who owned 28 ships, however, did not believe in the Government's coercive policy, and laid up most of his craft at Port-Glasgow. The success of the Americans completely ruined the tobacco trade, and many of the principal merchants, or "Tobacco Lords," were reduced to poverty. ::

:: Two Anti-Popery riots occurred in 1779, but the damage done was inconsiderable. The weavers revolted in 1787 because denied a rise of wages, stoned the bailies, and committed other atrocities, but were dispersed by the military with a loss of three killed and three wounded. The battle of Waterloo was followed by a period of great depression. Radicalism of the extremest type now became the faith of the masses, and the smouldering spirit of revolution found open expression at Bonnymuir, near Falkirk, where most of the prisoners belonged to Glasgow or the vicinity. One of them, James Wilson, a weaver of Strathaven, was first hanged and then beheaded at Glasgow Green on 13th August, 1820. ::

:: The Riots of 1848, which were perhaps the most serious that ever occurred in Scotland—the Porteous affair not excepted—took place after a long period of prosperity. In the beginning of March the Corporation recognised the distress among the poorer classes to be so great that stone-breaking work was provided, and oatmeal distributed gratis; but, moved by the inflammatory harangues of demagogues, a crowd, partly composed of thieves and dangerous vagabonds, left a meeting on the Green in a body, sacked all

the bakers' and provision dealers' shops in London Street, raided a gunsmith's in the Trongate, armed themselves with guns and pistols, and then splitting into divisions, spread all over the city, robbing and plundering wherever they went. Late in the afternoon the streets were cleared by dragoons after repeated charges. Next morning the cavalry were re-inforced by two companies of foot from Edinburgh, and the military and a strong body of special constables patrolled the town. At midday it was learned that the rioters proposed to stop the public mills and gasworks, and thus paralyse industry. A small party of veterans and special constables interrupted the work of destruction at a silk mill in John Street, but being compelled to fall back through force of numbers, they fired on the mob, killing one and wounding several, of whom five subsequently died. This decided action ended the Riots. The value of property destroyed and stolen was £7111 9s 5d. Thirty-one of the ringleaders were convicted and received sentences varying from 18 years transportation to one year's imprisonment. ::

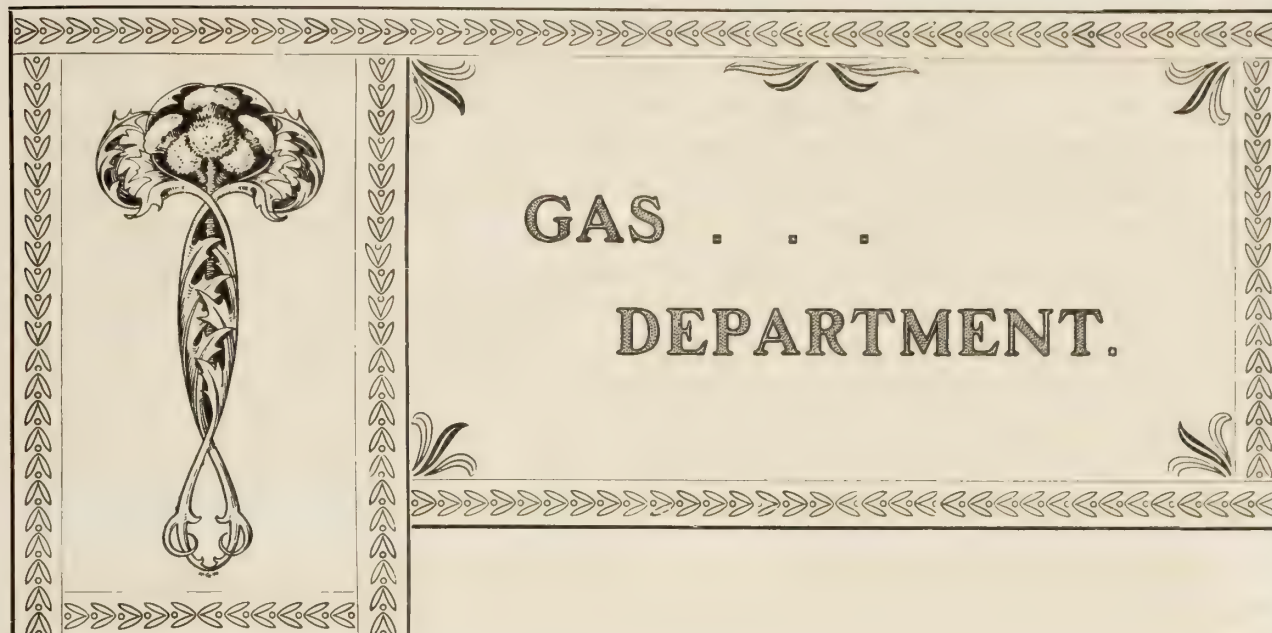
:: Rioting followed the failure of the Great Western Bank in 1857, which was the result of a commercial panic in America, and troops were sent for to Edinburgh, but fortunately their services were not required. The call per share on the stockholders amounted to £125. ::

:: A riot, which lasted for two days, broke out in Partick in 1875, on the occasion of the O'Connell Celebration, but no lives were lost, though many persons were injured. ::

:: The stoppage of the City of Glasgow Bank on October 2nd, 1878, was a financial catastrophe of the first magnitude. The institution had been criminally mismanaged for many years, and the failure was caused by the bankruptcy of a number of firms whose liabilities to the Bank alone amounted to about £12,000,000. The amount of liabilities which fell to be met by the shareholders totalled £7,345,359, and the call of £2750 made by the liquidator for every £100 of stock ruined the majority of the partners. ::

:: Glasgow, however, speedily regained its financial stability, and though many notable incidents have occurred within the gates since that date, few of them were of a specially sensational nature, and the city has gone on flourishing continuously till the population now considerably exceeds a million, with the certainty that in the near future it will be materially increased by the inclusion within its boundaries of all the suburbs which, up to the present, have escaped annexation. ::

J. F. GEORGE.



THE Gas Department of the City of Glasgow stands as a striking example of the foresight shown by the Members of the Corporation about the middle of the nineteenth century in acquiring the undertakings of the Glasgow Gas Light Company and of the City and Suburban Gas Company, and of the energy which has characterised their successors in the Town Council in developing the business of the department. The extension of the city boundaries in 1912 has not affected the gas supply area of the Corporation, as no part of the annexed area is outwith the city supply district as defined by the Glasgow Gas Act, 1910. ::

:: The history of the gas supply of Glasgow may be briefly outlined. The Glasgow Gas Light Company obtained an Act of Parliament in the year 1817 to manufacture and sell gas, and in that year the first gas works was erected on the west side of Kirk Street, near the High Kirk, known as Townhead, and in the following year gas was sold to consumers at a price per burner, but only for use during certain scheduled hours for six nights in the week, from sunset to 8, 9, 10, or 12 o'clock, according to the needs of the consumers, and if the lights were used on Sundays one-sixth of the yearly charge was added to the rate per burner. The charges per burner varied from £1 1/- to £2 5/- per annum. ::

:: In the same year gas was brought into use for street lighting, the first street lamp being lighted by gas on September 5th. ::

:: The Company erected other works at Tradeston and Partick, and held the monopoly of the city's gas supply until the year 1843, when, owing to dissatisfaction amongst the consumers due to the high price charged for gas, an Act of Parliament was obtained by the City and Suburban Gas Company to supply gas to the community. This company purchased ground and erected gas works at Dalmarnock in the year 1844. ::

:: Both of these companies supplied gas in competition within the same area until the year 1869, when the Corporation acquired, by Act of Parliament, the undertakings

GAS
DEPARTMENT

RETORT HOUSE—
FUEL GAS
PRODUCERS



of both concerns. The terms of purchase were that the Corporation had to pay the shareholders of the companies annuities of 9 per cent. on £300,000 and $6\frac{3}{4}$ per cent. on £115,000, in perpetuity, and to take over the mortgage debts. The yearly amount of 9 per cent. annuities was £27,000; and of $6\frac{3}{4}$ per cent. annuities, £7,762 10s; making the total annuities, £34,762 10s. ::

:: Two years after the acquisition of these works, the Corporation purchased ground and erected works at Dawsholm, Maryhill. ::

:: In the year 1873 a company was promoted to supply gas to the western suburbs of the city, in opposition to the supply given by the Corporation. It was named the Partick, Hillhead, and Maryhill Gas Company, and continued its operations until the year 1891, when the undertaking and also the works of the Old Kilpatrick Gas Company came into the hands of the Corporation. In 1892 Pollokshaws Gas Works were acquired, and in 1902 Milngavie Gas Works were taken over by the Corporation. ::

:: To cope with a continually growing demand for gas, the Corporation has been obliged, from time to time, to increase the manufacturing capacity of the gas works. This has been effected both by extensions at existing stations and by the erection of the new works at Provan in the year 1904. ::

:: The progress that has been made in the city's gas supply since the year 1827, when meters were first used in Glasgow, is best shown by the following table, which gives the gas made and the price per 1000 cubic feet from the year 1827 down to the end of the last financial year, 1912-13 :— ::

GAS
DEPARTMENT

Year.	Gas made in Cubic Feet.	Price per 1000 Cubic Feet.		
1827	79,235,000	10s	0d	
1837	162,606,000	9s	0d	
1847	391,353,000	5s	0d	
1860	769,241,000	5s	0d	
1870	1,295,863,000	4s	7d	
1880	1,859,582,000	3s	10d	
1890	3,059,277,000	2s	6d	
1900	5,969,111,000	2s	2d	
1910	6,977,904,000	Lighting. 2s	Prepayment. 2s 7d	Manufacturing. 1s 8d
1912	7,207,621,000	1s 11d to 1s 8d	2s 5d	1s 11d to 1s 4d
1913	7,732,914,000	1s 11d to 1s 8d	2s 5d	1s 11d to 1s

:: At the present time, the area supplied by the Gas Department is, approximately, 98 square miles, and lies within the counties of Lanark, Renfrew, Dumbarton, and Stirling, extending from Dunglass Castle on the west to Chryston on the east (a distance of $15\frac{3}{4}$ miles), and from Milngavie on the north to Burnside on the south (a distance of $11\frac{3}{4}$ miles). ::

:: The following statistics for the last financial year (1912-13) will give an idea of the business carried on by the Gas Department:—

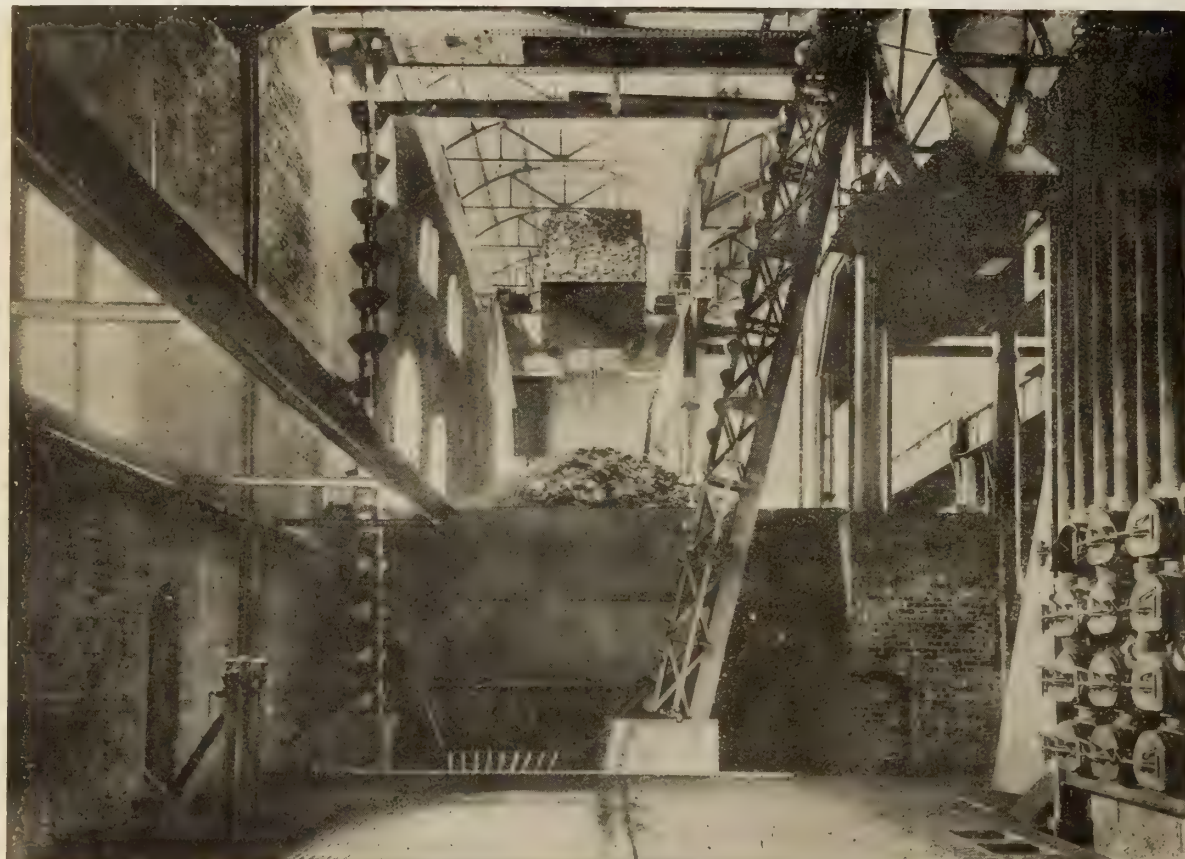
Capital spent on Gas Undertaking	.. .. .	£4,059,546
Book Value of Gas Undertaking	.. .. .	£2,361,822
Gross Revenue last year (1912-13)	.. .. .	£1,022,917
Coals carbonized last year (1912-13)	.. .. .	741,838 Tons.
Gas made last year (1912-13)	.. .. .	7,732,914,000 Cub. ft.
Maximum make of gas in 24 hours last year..	.. .. .	32,528,000 Cub. ft.
Maximum output of gas in 24 hours last year	.. .. .	34,829,000 Cub. ft.
Total gas-holder capacity	.. .. .	44,376,000 Cub. ft.
Number of meters in use	.. .. .	286,883
(Ordinary, 210,105—Prepayment, 76,778).		
Number of gas stoves on loan	.. .. .	144,584
Number of gas engines in use	.. .. .	1,409
Total brake horse-power of gas engines	.. .. .	20,454

:: There are five gas works belonging to the Corporation, viz., Provan, Dawsholm, Temple, Tradeston, and Dalmarnock, but at present only the first four are used as manufacturing stations. However, owing to the greatly increased demand for gas, the Corporation have sanctioned the restarting of the Dalmarnock Gas Works, and it is expected that these works will be again in full working order towards the end of this year. ::

:: The Provan Works, extending to about 123 acres, and capable of manufacturing 12 million cubic feet of gas per day, are the latest and most modern of the works of the Corporation. These works were formally opened in September, 1904, and are con-

GAS
DEPARTMENT

COAL HOPPERS,
ELEVATOR, AND
WAGON-TIPPING
MACHINE



veniently situated for both railway and canal communication. The works were designed to have four sections, each section to form an independent works capable of manufacturing 12 million cubic feet of gas per day, or a total of 48 million cubic feet, but at present only the first section has been constructed. However, workshops and offices have been erected for the complete works. The make of gas at these works last year was 3026 million cubic feet. ::

:: The Dawsholm Works occupy about 42 acres of ground, and are capable of manufacturing 17 million cubic feet of gas per day. The first portion, which had a manufacturing capacity of about three million cubic feet per day, was erected in 1871; and in 1883, when extensions to plant were carried out, the manufacturing capacity was increased to eight millions per day. In 1892 and 1896 additional retort houses, purifiers, meters, and other plant were erected to adequately meet the growing demand. During the last ten years great developments have taken place in the methods of carbonizing coal in gas works, both in England and on the Continent, the latest improvement being that of Vertical Retorts. Mr Alexander Wilson, M. Inst. C.E., the Engineer and General Manager of the Glasgow Gas Department, ever anxious to keep the city gas works up-to-date, devised a system of carbonizing coal in vertical retorts on what is termed the "continuous-intermittent" system, which is specially suited to the conditions in Glasgow, and, after having proved the reliability of the system with a trial setting of the retorts at Temple Gas Works, the Gas Committee of the Corporation in the year 1911 sanctioned the erection at Dawsholm of 144 of these vertical retorts, to replace 240 old horizontal retorts there. These retorts are now in operation, and the results fully

GAS DEPARTMENT



INTERIOR OF
RETORT HOUSE—
DRAWING
MACHINE

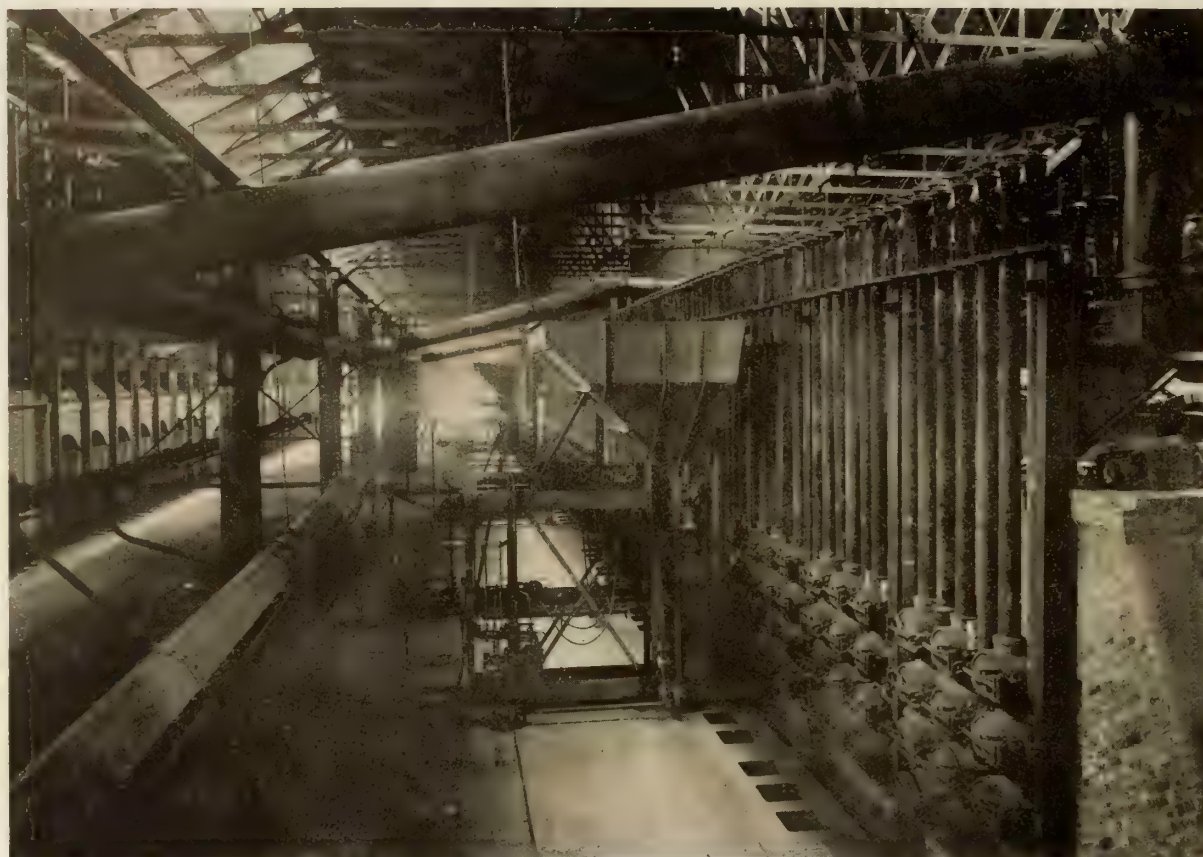
warrant the change that was made. Better results are obtained per ton of coal carbonized than in the ordinary horizontal retorts: the conditions of work are improved, and the labour costs are greatly reduced. The make of gas at Dawsholm last year was 2663 million cubic feet. ::

:: The Tradeston Works (formerly one of the works of the Glasgow Gas Light Company), extending to about $15\frac{1}{2}$ acres, were erected in 1838. In the year 1869 their productive capacity was $11\frac{1}{2}$ million cubic feet per day. A reconstruction and enlargement of the works took place in the year 1888, to meet the growing demands brought about by the gradual extension of the district supplied from Tradeston. In order to carry out the reconstruction, it was necessary to shut up and utilise a street which separated the two portions of the works, and connect the latter by bridges across the Caledonian Railway Company's main line. The manufacturing capacity of Tradeston at the present time is 9 million cubic feet per day, and the make of gas for last year was 2043 million cubic feet. ::

:: The Dalmarnock Works (formerly the property of the City and Suburban Gas Company), extending to about 14 acres, were erected in the year 1844. These works have plant of an early type capable of manufacturing about 7 million cubic feet of gas per day. When the new works at Provan were opened in 1904, the manufacture of gas was discontinued at Dalmarnock. However, the gas-holders, which have a storage capacity of 4 million cubic feet, have been kept in action by being filled through a 36-inch main leading direct from the Provan Works, to meet the needs of the district. ::

GAS
DEPARTMENT

RETORT HOUSE—
CHARGING
MACHINE

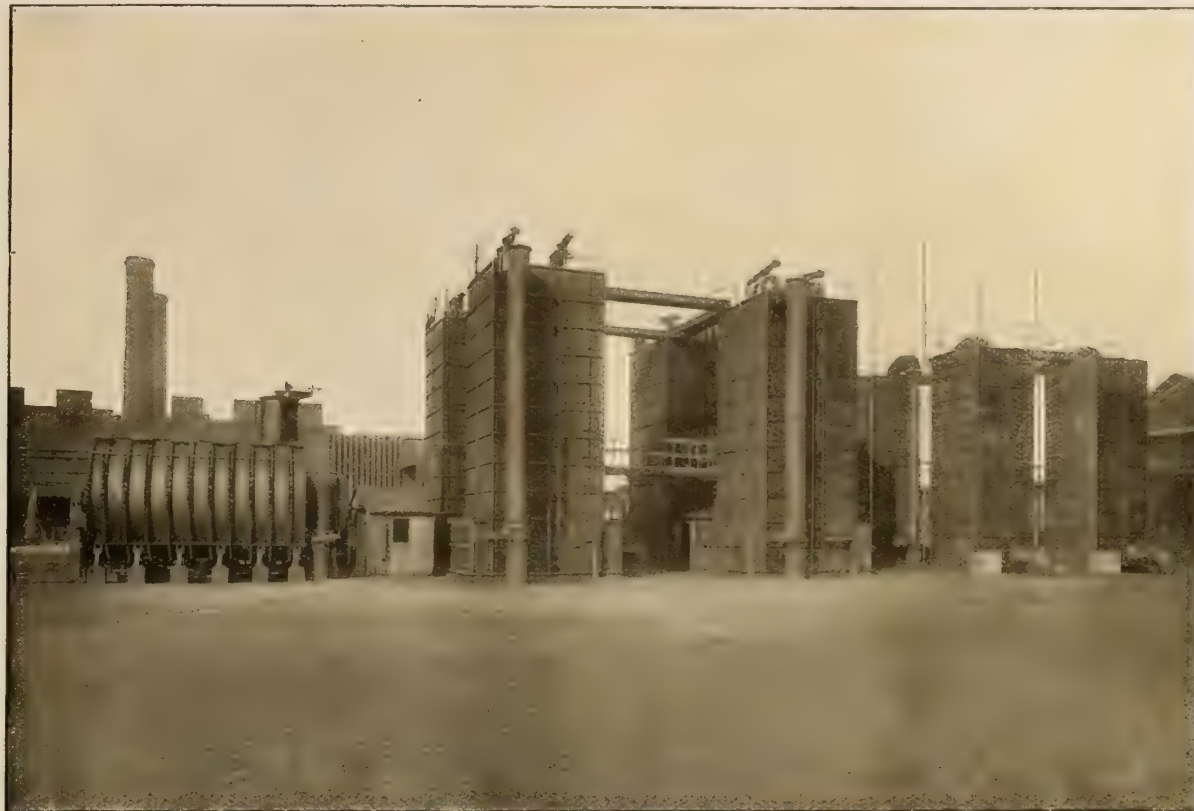


:: The great developments that have taken place during recent years in the extended uses of gas has called for further extensions in the manufacturing department, and the Corporation have sanctioned the erection of a Vertical Retort installation at Dalmarnock (similar to that at Dawsholm) to displace the old retorts there. When completed, these alterations will probably make this works one of the most economical producing stations of the Corporation. ::

:: The Temple Works (formerly the property of the Partick, Hillhead, and Maryhill Gas Company) were capable of producing about 2 million cubic feet of gas per day. They are now, however, worked and maintained only for experimental purposes. A large installation of plant for the manufacture of oil gas is still intact, but is not now required. ::

:: Residual Products Works adjoin the Provan, Dawsholm, and Tradeston Gas Works. These Chemical Works belong to the Corporation, but they are leased out to contractors for a number of years at a time. The ammoniacal liquor and tar produced at each gas works are dealt with and worked up at the chemical works into various commercial products, the principal being liquid ammonia, sulphate of ammonia, pitch, and heavy and light tar oils. The Workshops of the department are situated at Walls Street and Stirling Street, in the centre of the city. The buildings (three stories high in Walls Street and four stories in Stirling Street) cover a ground area of 2477 square yards. At the workshops all repairs to meters, stoves, cookers, etc., are carried out, and the materials required for the stove and fitting departments, both for inside and outside jobbing, are stored. ::

GAS DEPARTMENT



SCRUBBING AND
WASHING PLANT

:: The enormous demands for all kinds of gas cooking and heating appliances, and the work in connection therewith, have overtaxed the resources of the present workshops, and additional accommodation is being provided by utilising the buildings of the old Etna Foundry at Milan Street, on the south side of the river, recently purchased by the Corporation. The Street Main Department is situated at Dalmarnock Gas Works, Bridgeton, where adequate accommodation is provided for the storage of plant and pipes required in connection with extensions and renewals of the mains necessary for the distribution of gas in all the districts of the very large area supplied by the department. The Showrooms of the department (four in number) are situated in the city and suburbs. The principal Showroom, at 130 Sauchiehall Street, is located in attractive and commodious premises, and consists of a basement and two upper floors, where a large selection of all kinds of gas appliances is on view. ::

:: The Gas Committee of Glasgow have ever been alert to the benefits to be derived by the citizens from an extended use of gas for domestic purposes, and in the cause of smoke abatement they have applied themselves with whole-heartedness to assist the community to rid the city of the smoke evil. As far back as the year 1885 it was realised that some system of providing consumers with cooking appliances on reasonable terms might be the means of developing the business of the department and minimising the smoke nuisance, and in that year gas cookers were first given out on hire in the city, the number hired out being about 2000. There has been a gradual development since then. The year 1912, however, has seen an abnormal increase in the use of gas cooking and heating appliances, due, no doubt, to the special facilities granted to consumers by the Corporation during the year. Since the beginning of March, 1912, gas cookers

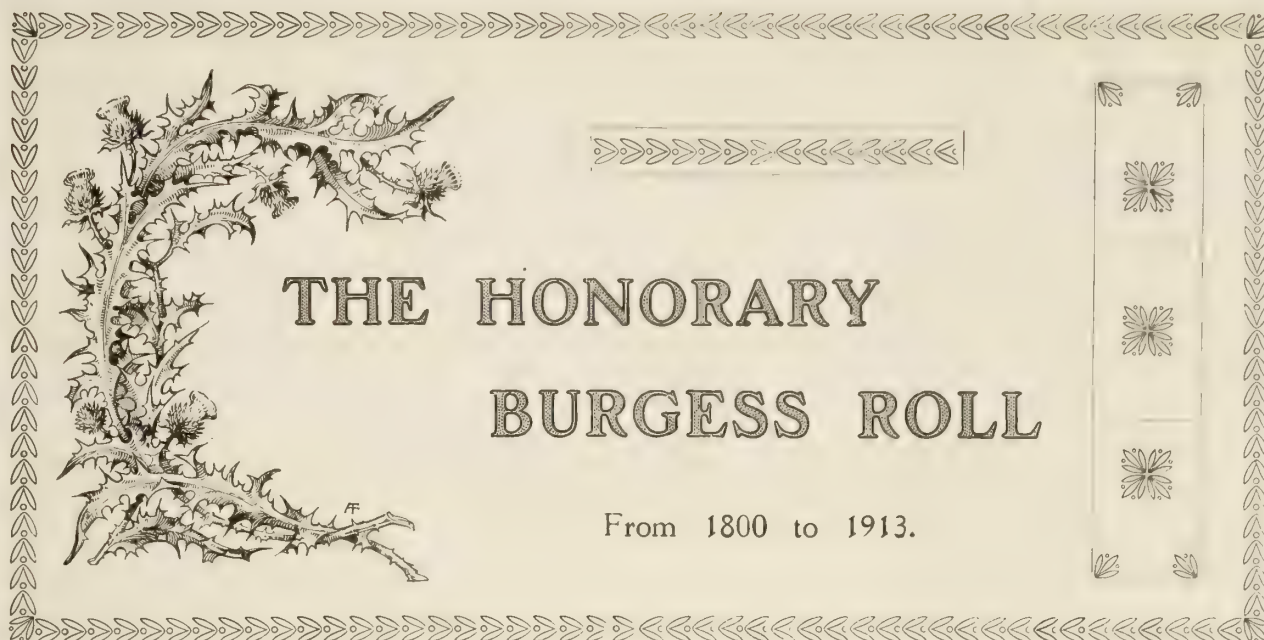
GAS
DEPARTMENT

(previously hired out) have been given out on loan—free of all charges—and since the 1st June, 1912, gas fires have been hired out to consumers on the “Simple” hire system. The following figures give an indication of the development in these appliances since the inauguration of the respective systems, viz. :—

	At 1st June, 1911.	At 1st June, 1912.	At 1st June, 1913.
	On Hire.	On Loan.	On Loan.
Gas Cooking Appliances ..	78,997	100,693	144,584
	On Hire-purchase.	On Hire-purchase.	On Hire and Hire-purchase.
Gas Fires	1815	4599	18,980

:: These figures show the immense outlet there is for gas in its uses for domestic purposes—an outlet which at present is only really beginning to be dealt with, although gas has been supplied to the public for over a hundred years. As appliances are improved, and new appliances introduced, the general public will more fully appreciate the benefits to be derived from their use, and a demand will be created which, taken in conjunction with the growing demand for gas for power and manufacturing purposes, will fully tax the resources of this great department and help to maintain its prosperity and usefulness.





THE Honorary Burgess Roll of Glasgow contains the names of many of the most illustrious men of their generation. No attempt is made in the present article to deal with the list in detail; the notes which follow refer principally to persons whose celebrity, if not world-wide, is at least national. ::

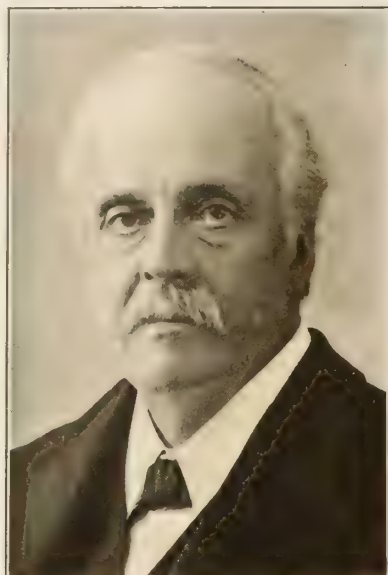
:: During the period under notice the Freedom of the City was first conferred, on October 17th, 1800, on Glasgow's puissant neighbour, Alexander Douglas Hamilton, 9th Duke of Hamilton and 6th Duke of Brandon; his sons, the Marquis of Douglas (afterwards Ambassador to St. Petersburg) and Lord Archibald Hamilton; and George Murray, Viscount Fincastle, subsequently 5th Earl of Dunmore. Four years later the name appears of the 2nd Earl of Moira, then Commander-in-Chief of the Forces in Scotland. Lord Moira married a great Ayrshire heiress, Flora Mure Campbell, Countess of Loudoun in her own right, was created Marquis of Hastings in 1816, and achieved a minor, but lasting, degree of fame as Governor-General of India. ::

:: The famous physician, Edward Jenner, M.D., discoverer of Vaccine Innoculation, was honoured in 1808; and the same year the distinction was conferred on General Viscount Cathcart (1st Earl of Cathcart), the Scottish Commander-in-Chief; the distinguished sailor, Admiral Sir Samuel Hood, K.C.B., whose naval achievements include the capture of Tobago, St. Lucia, and other West Indian islands from the French; and on Archibald Campbell of Blythswood, M.P. for the city. ::

:: Henry Dundas, 1st Viscount Melville, the masterful statesman who ruled Scotland autocratically for fully a generation, was put on the Roll in 1810, five years after his acquittal by the Peers on the charge of malversation while Treasurer of the Navy. In 1812 appears the name of Lieut.-Colonel Lewes (? Lewis) Grant of the 70th (Glasgow Lowland) Regiment, who was elected to show the Corporation's respect for him as "a,

THE
HONORARY
BURGESS ROLL

MR ARTHUR JAMES
BALFOUR

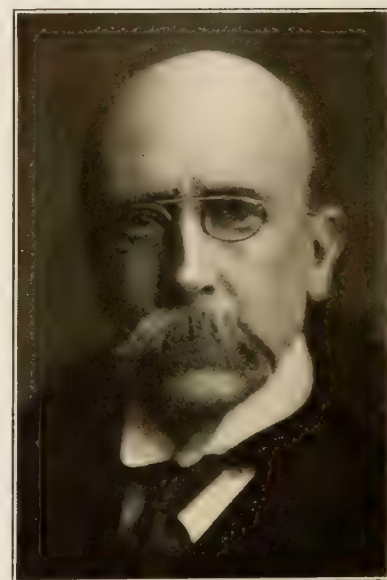


soldier and a gentleman on his regiment assuming the local title of 'Glasgow Lowland Regiment.'” Thomas Graham, Lord Lynedoch, the victor of Barossa (and laird of Balgowan, in Perthshire), was honoured in 1814; and following comes the name of Prince Nicolai Esterhazy, Austrian Ambassador Extraordinary (1821), who has been immortalised in a few burlesque lines of Thackeray’s. This gorgeous magnate ostensibly received the freedom because of the civic admiration for his “distinguished talents and virtues.” The next notable name (1830) is that of Henry Fitzmaurice Petty, 3rd Marquis of Lansdowne, who had been Chancellor of the Exchequer, and was then Lord President of the Council. He was grandfather of the present Marquis. ::

:: “Alexander Thomson, Esquire, banker in Greenock,” was made a burgess in 1834, on account of the “important services rendered by him to the community and scientific and charitable institutions of Glasgow in promoting the splendid bequest of the Island of Shuna by the late James Yates, Esq., of Salcombe, in the County of Devon (alas, where are the title-deeds of Shuna now ?) for the said purposes.” The other 1834 burgesses were Charles, Earl Gray (Earl Grey), the Prime Minister who had carried the first Reform Act three years previously; Francois Arago, the famous French Astronomer; Robert Brown, LL.D., the eminent botanist; John George Lambton, 1st Earl of Durham, Governor-General of British North America (Canada), one of the strongest, shrewdest, and most intractable statesmen of his day; and Lord William Bentinck, M.P. for the city. ::

:: The next notable admission took place in 1838, the burgess being the able but now almost forgotten statesman, Sir James Graham of Netherby, whom the Corporation honoured with delight on account of his “distinguished talents and conscientious adherence to those sound constitutional Protestant principles upon which the safety and security of the country so mainly and essentially depend.” Richard Cobden, of Corn Laws Repeal fame, was admitted in 1843, as was also Dr Justus Liebig (the founder of the notable trading firm of Liebig), then Professor of Chemistry in the University of Giessen; and following, in 1845, we find the name of Major-General Sir Henry Pottinger, G.C.B., who owed his preferment to his eminent public services, particularly in “concluding a commercial peace (with China), which, while highly beneficial to both countries, opened a wide field of commercial enterprise to all the nations of Christendom.” In these days of strenuous trade competition in the East this sounds pleasantly altruistic. ::

:: Three notable names are recorded under 1846—Lord



LORD ROWALLAN

John Russell; Robert Wallace of Kelly, M.P. for Glasgow; and Lieut.-General Sir Henry Smith, a distinguished Indian officer, who is still remembered through his name having been conferred on the now historic South African town of Harrismith. The Right Hon. Thomas Babington Macaulay was the only nominee in 1849. Lord Palmerston was enrolled in 1853. Probably "Pam" chuckled inwardly as the clerk read out the Corporation's magniloquent appreciation of his "splendid talents as a statesman, of his eloquence as an orator, and of his distinguished and intrepid conduct as a member of Her Majesty's Government."

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THE HONORARY BURGESS ROLL

THE RIGHT HON.
H. H. ASQUITH,
Prime Minister

:: The 1856 burgesses were the 8th Earl of Elgin and Kincardine (subsequently Governor-General of India) and Major-General Sir Colin Campbell (then newly home from the Crimea); and in 1857 was inscribed the glorious name of the "Rev." Dr David Livingstone. Sir John Lawrence (Lord Lawrence), who perhaps more than any other man was responsible for saving India to the British Empire, was admitted in 1860. He was afterwards Viceroy of India from 1860 to 1864, and—what a fall is here!—Chairman of the London School Board from 1870 to 1873. In 1865 William Ewart Gladstone, then Chancellor of the Exchequer, was honoured. Next year the Roll was augmented by the conferment of the freedom on the Duke of Edinburgh, and the great scientist, Sir William Thomson (Lord Kelvin), Professor of Natural Philosophy in the University. The admission of King Edward VII. is dated 1868; and in 1870 Fox Maule Ramsay, 11th Earl of Dalhousie, who was Secretary for War during the Crimean Campaign, joined the ranks. A year later the Roll was adorned by the addition of the name of one of the greatest and most genuine of philanthropists, Anthony Ashley Cooper, 7th Earl of Shaftesbury. That brilliant, but atrabilious politician, the Right Hon. Robert Lowe (otherwise "Bob" Lowe, and ultimately, to his great dissatisfaction, Viscount Sher-



brooke), the much daring Chancellor of the Exchequer who proposed to tax lucifer matches, was invested with the dignity in 1872; and next in order, in 1873, appears the name of an infinitely greater and infinitely more enigmatic character, the Right Hon. Benjamin Disraeli, Lord Rector of the University, whom the Corporation haloed "in recognition of his distinguished position as a statesman and a man of letters." The Right Hon. Richard Assheton Cross (the venerable Viscount Cross of to-day), who received the honour in 1876, is the first of the burgesses referred to in this summary so far who is still living. ::

:: The following are the most noted recipients of the distinction during the next twenty odd years:—General Ulysses Simpson Grant, ex-President of the United States, and the Marquis of Hartington (7th Duke of Devonshire)—

THE RIGHT HON.
SIR EDWARD P.
MORRIS,
*Prime Minister of
Newfoundland*

THE
HONORARY
BURGESS ROLL

GENERAL THE
RIGHT HON.
LOUIS BOTHA,
*Prime Minister of the Union
of South Africa*



both in 1877; Sir William Vernon Harcourt, then Home Secretary, in 1881; Sir Stafford Northcote, Chancellor of the Exchequer, the Duke of Albany, William Edward Forster (of Education and Irish administration celebrity) —all in 1882; in 1883, John Bright, orator, Lord Rector of the University, and the Marquis of Lorne (the present Duke of Argyll); and in 1890, Henry Morton Stanley, the African traveller, and the Earl of Rosebery, who might be described as the greatest of living Scotsmen. Glasgow has always been impartial in the bestowal of the freedom on statesmen and politicians. The late Marquis of Salisbury subscribed the Roll in 1891, the same year as the Marquis of Bute, the donor to the University of the magnificent Bute Hall. Lord Roberts was honoured *in absentia* in 1893. Sir George Otto Trevelyan, the Secretary for

Scotland, took his place among the Immortals in 1894, on account of his “valuable services in connection with the passing of the County of the City of Glasgow Bill, and of his literary distinction and public work.” Following Sir George in quick succession come quite a host of illustrious burgesses, including Mr Arthur James Balfour (1896); Viscount Wolseley and Mr Joseph Chamberlain (1897); H.R.H. Princess Louise and the Duke of Fife (in recognition of their services in opening the Glasgow International Exhibition of that year on behalf of the King); the Right Hon. Robert William Hanbury, Secretary of the Treasury, who had assisted the Corporation in connection with their application to establish a Municipal Telephone Exchange; Lord Balfour of Burleigh, Secretary for Scotland; and Mr Andrew Carnegie, LL.D., of Skibo, in recognition of his “munificent and patriotic gift for the benefit of the Universities of Scotland and of the Scottish students attending them, and also of his splendid gift to the Corporation to provide district libraries in the City”—these all became “freemen” in 1901. In 1907 Sir Henry Campbell-Bannerman and the then Prince and Princess of Wales were honoured; and in 1908 Lord Lister, “in recognition of his brilliant achievements in the domain of science, and of the fact that it was in the city of Glasgow, whilst surgeon at the Royal Infirmary and Professor of Surgery at the Old College, he discovered, and gave to the world, the great system of treatment which is distinctively associated with his name and has done so much for suffering humanity.” The list for 1908 concludes with two notable names—those of the late Lord Blythswood, M.P. for West Renfrewshire, 1885-1892, and Mr Archibald Cameron Corbett (now Lord Rowallan), M.P. for Tradeston, “in recognition of his signal services to the city as one of the representatives in Parliament since 1885, and of his splendid generosity and lofty civic spirit in gifting to the Corporation for the recreation of the citizens the two extensive properties known as Rouken Glen Park and Ardgoil Estate.”



THE RIGHT HON.
ROBERT L.
BORDEN,
Prime Minister of Canada

:: In 1910 the present Premier, Mr H. H. Asquith, whose wife is a daughter of the late Sir Charles Tennant, Bart., head of the great St. Rollox Chemical Works, was the recipient of the freedom. The Duke of Connaught, Field-Marshal Viscount Kitchener, the Right Hon. Andrew Fisher (an erstwhile Ayrshire coal-pit boy), Prime Minister of Australia; the Right Hon. Sir Joseph George Ward, Prime Minister of New Zealand; the Right Hon. Sir Edward Patrick Morris, Prime Minister of Newfoundland; General the Right Hon. Louis Botha, Prime Minister of the Union of South Africa, are all 1911 burgesses; and following them next year the distinction was conferred on the Right Hon. Robert Laird Borden, Prime Minister of the Dominion of Canada. ::



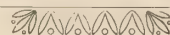
EX-TREASURER
GRAHAM

:: The following is the last entry up to the present date in the officially published list of honorary burgesses: "Jan. 16th, 1913—Robert Graham, Esq., Councillor, Magistrate and Treasurer of the City and Royal Burgh of Glasgow, and Deputy-Lieutenant and Justice of the Peace of the County of the said City." The honour was bestowed "in recognition of the many valuable and highly appreciated services which he had rendered his fellow-citizens as a member of the Corporation during the past twenty-eight years, and particularly his services in connection with the creation by Parliament, in 1893, of the City into the County of the City, and with the great extension of the city authorised under the City of Glasgow Act, 1891, and Glasgow Boundaries Act, 1912." ::

:: It may be added that the honour of inclusion on the Roll is about to be conferred on the Right Hon. Augustine Birrell, M.P. for West Fifeshire, Secretary of State for Ireland, Lord Rector of the University, and a literary critic and writer of eminence; and on Sir John Stirling Maxwell, 10th Bart. of Pollok, formerly M.P. for the College Division of the City, and one of the most beneficent of the "ground lords" of Greater Glasgow.



ELECTRICITY.



THE introduction of Electricity into Glasgow as a lighting medium dates back further than many think. In 1876 a well-known entertainer invested his fortune of about £30,000 and introduced electric light to Glasgow in the old Hengler's Circus in West Nile Street. The lighting was by means of the Jablockhoff Candles, an arc light in reality in which carbons were placed side by side with a strip of insulating material between the two. The current was an alternating one. ::

:: Many intermediate attempts were made, and in 1882 Lord Kelvin lit his house in the University grounds by means of a gas engine and Gramme machine. He claimed it was the first house in this country to be lighted throughout by electricity. The nearest practical attempt towards a general supply was made by the British Electric Company, Ltd., who laid down Gramme dynamos to light the Glasgow and South-Western Railway Company's St. Enoch Station in 1879, and by the firm of R. E. Crompton & Co., Chelmsford, who laid down plant in 1879-80 to supply the North British Railway

Company's Queen Street Station with electricity at a stated charge; but these demands did not develop into a general supply, the Railway Companies ultimately purchasing the plant and lighting the stations themselves. ::

:: The next attempt towards a general supply was made by Messrs Muir & Mavor, who in 1879-80 laid down temporary plant on the area now covered by the Municipal Buildings, afterwards transferring it to the basement of the General Post Office. Later, in 1884, they placed in Miller Street permanent plant to supply the General Post Office in George Square, the cable from Miller Street being carried over the tops of the intervening buildings. It is interesting to note that the Glasgow Post Office was the first Post Office in the United Kingdom to be lighted by electricity, and it has been stated in



PORT DUNDAS
WORKS

Parliament that it was owing to the attention of the Postal Authorities being called to the improved health of the Glasgow Officials by the use of this "new" system of lighting that electricity was introduced into the London and other Post Offices. ::

:: On 6th June, 1888, the company of Messrs Mavor & Coul-

son, Limited, was incorporated, and purchased from the firm of Messrs Muir, Mavor & Coulson the Miller Street station plant. The new company also purchased ground in Little Hamilton Street, off John Street, and laid down plant for a general supply. The supply from Miller Street was on the low tension two-wire continuous current system (100 volts), while the Little Hamilton Street supply, which was also conveyed by overhead wires, was in the high tension alternating current system (2400 volts), transformed on the consumer's premises to 100 volts. ::

:: In 1882 the Corporation, in a Gas Bill promoted that year, proposed to take statutory powers to supply electricity, but the clauses were struck out before the Bill came before any Parliamentary Committee for consideration. In 1890 the company of Messrs Muir, Mavor & Coulson, Limited, applied for a Provisional Order to supply Glasgow generally, as also did the Corporation, but the company withdrew their application in favour of the application by the Corporation, which was duly sanctioned by the Board of Trade under the Glasgow Corporation Lighting Order, 1890. Subsequently the Corporation purchased the company's undertaking for £15,000. At this time the company had been in existence for three years, and the state of their plant was as follows:—Capacity of plant, 450 h.p.; Electricity sold, 422,000 units; Number of 8-c.p. lamps connected to the mains, 8904; Total revenue, £4770; Number of consumers, 37. The largest of these 37 consumers was the Corporation of Glasgow, for their then new Municipal Buildings. ::



COAL GANTRY,
PORT DUNDAS

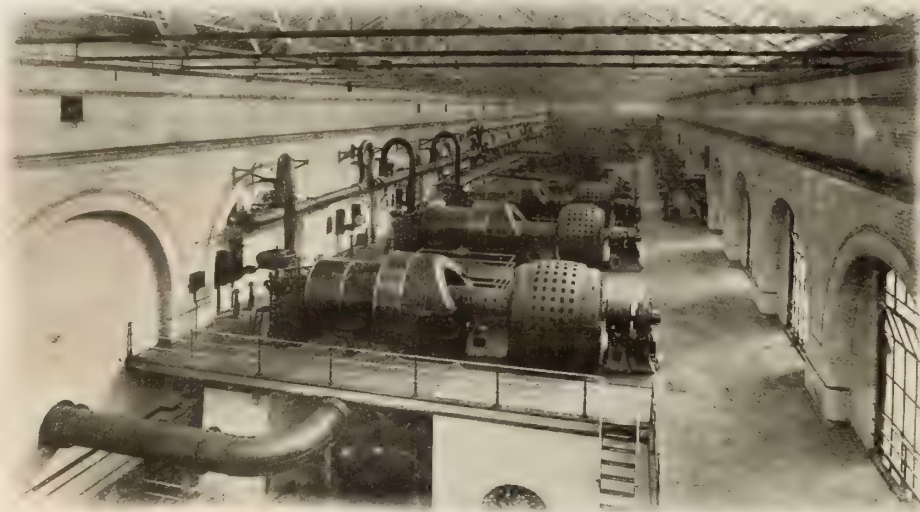
:: The Corporation purchased ground at 75 Waterloo Street (corner Mains Street) for £8000, and erected a station building on the site there in the spring of 1892. They also, on the advice of Lord Kelvin, adopted the low tension continuous current three-wire-system at 200 volts pressure to save the cost



INSIDE VIEW,
PORT DUNDAS
STATION

ELECTRICITY

INSIDE VIEW,
ST. ANDREW'S
CROSS STATION



of altering existing consumers' installations, which could be connected to the new station mains without exchanging the lamps. That this question of lamps was serious may be indicated by the fact that the original "Swan" 16-c.p. incandescent filament cost 25/-. The price fell rapidly to 7/6, then to 5/6, then to 3/6 in 1892. (The present price of this class of lamp is 5d.) ::

:: On the 25th February, 1893, the lighting of some of the public streets by arc lamps from high tension continuous current dynamos was publicly inaugurated by Lord Provost Sir James Bell, and on Saturday, 22nd April of that year, the general supply of private lighting was switched on by Bailie Peter Burt, who was then the chairman of the Electricity Committee. It may be noted here that the Electricity Committee was then only a sub-committee of the Gas Committee, the Gas Commissioners being the local authority under the Electric Lighting Acts. In 1896 this connection was broken, and the Electricity Committee was made independent of any control by the Gas Committee. ::

:: The undertaking has progressed by leaps and bounds. Starting with a capital of £15,000 above mentioned, it has increased to £2,858,941. The horse-power of the plant in the station has increased from the 450 h.p. in 1892 to 75,000 horse-power in 1913. The units sold have advanced from 422,000 to 63,183,063. The number of consumers has increased to 27,848. ::



CABLE LAID IN
STREET

:: Since the two years of initial expenditure and comparatively little revenue, the department has ever shown well; but there was a depression in the revenue in 1908-10, due to bad trade and the introduction of the metal filament lamp, which reduced by two-thirds

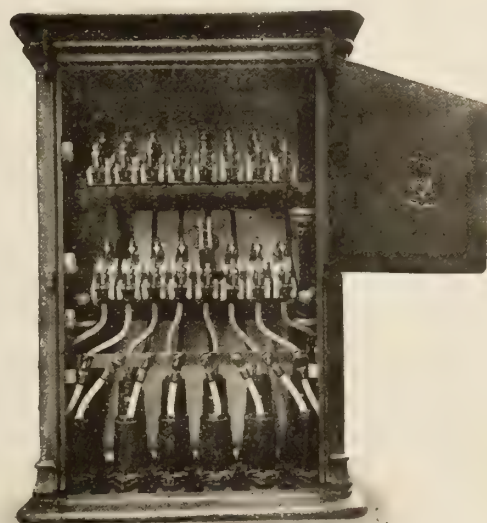
ELECTRICITY

the consumpt of lighting consumers who installed these lamps. To some extent this depression was compensated for by the increasing number of power users. In 1900—which was the first year when records show any motors on the mains—there were 210 consumers with 427 motors, with a total horse-power of 1894, and consuming 677,000 units. On the last completed balance sheet there were 3888 consumers, showing 8805 motors with a horse-power of 59,144, and taking units to the total of 41,083,967. It is impossible to calculate the effect of this application of electricity on the industrial and social life of the community, but undoubtedly the effect has been great. The use of electricity has dispensed with large numbers of smoky boilers and ineffective steam engines, and eased the labours of the workers and improved very considerably the atmosphere wherein they work. ::



CABLE LAID IN TROUGHING

:: With the increasing expenditure on the department, the increasing economy has been shown both on the capital and on the revenue sides. The cost of plant per kilowatt installed, which was £121 in 1892, has fallen to £50, and the cost of generating in the stations has fallen from 3·29d per unit sold to ·33d. The price per unit sold to consumers for lighting was 7d in 1892. It now averages 2·4d, and over all the average price is now only 1·287d. This rate is one of the lowest rates in the kingdom, and it has been brought about by the intelligent anticipation of the demands of the community and a bold policy of lowering charges in the face of an apparent loss of revenue. A keen watch has also been kept on the generating side, any instruments or methods which would produce current cheaper having been considered and adopted where advisable.



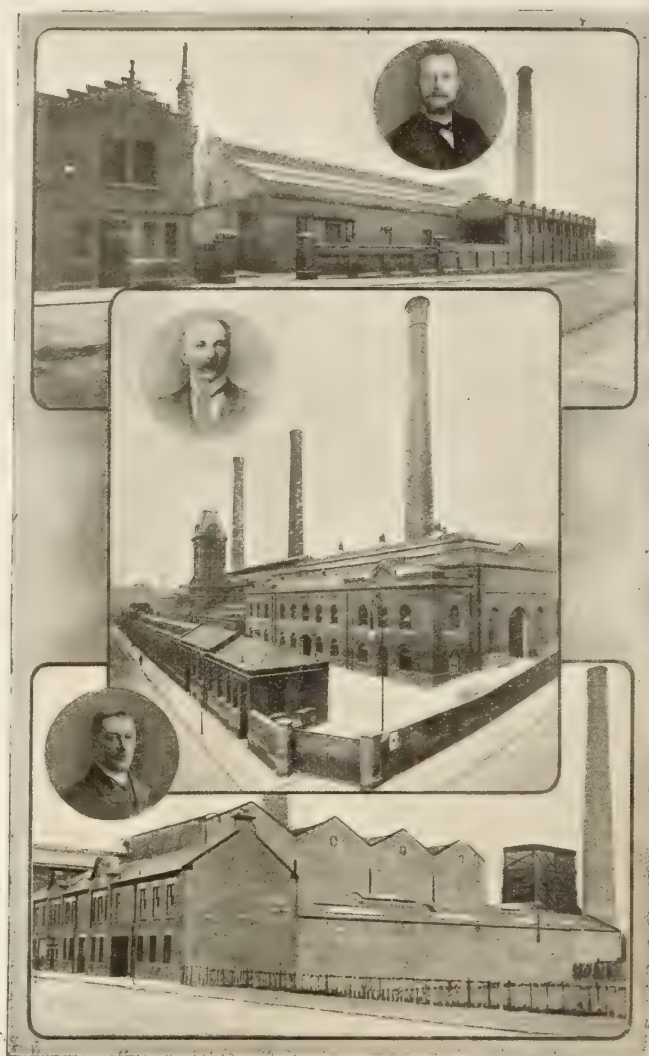
The result is that the coal used per unit generated has dropped continuously during the past ten years from 6·68 lbs. to 3·296 lbs., and the cost, even with the increases in rates per ton which have been going on within the past few years, is only ·23d, as compared with ·35d. During the past two years this means a saving in this last item of about 20,000 tons of coal per annum. ::

:: The financial side of the undertaking has not been neglected. Depreciation has been written off each year, and the amount of the depreciation during the 21 years is £548,288. The borrowed capital to meet the expenditure has been reduced by way of sinking fund £398,524, and the total of these two, amounting to £946,812, makes the nett capital expenditure £2,310,653. ::

EIGHT-WAY SECTION PILLAR

ELECTRICITY

GLASGOW, GOVAN, AND PARTICK WORKS



coming of the turbine for marine work brought it before the notice of electrical engineers for generating work, and four turbo-alternators of 4000 h.p. and one of 5000 h.p. were installed in Port Dundas, and one 5000 h.p. and two of 4000 h.p. were installed in St. Andrew's Cross Station, the current generated being at 6500 volts, 3 phase, 25 periods, and running at 750 revolutions per minute. There is also one 750 kilowatt machine running in tandem, generating low pressure current, and one 850 kilowatt machine, also running in tandem at low pressure. Recently the Corporation of Glasgow has ordered two 6000 kilowatt turbines, to be run at 1500 revolutions per minute. It is interesting to note that the Corporation of Glasgow was the first municipality to instal turbine generating plant in a generating station. ::

:: In the year 1910, the Corporation of Glasgow purchased 53,814 square yards of ground on the banks of the Clyde at Dalmarnock, on which it is proposed to erect a new and up-to-date station, which will considerably relieve the pressure upon the stations of Port Dundas and St. Andrew's Cross. ::

:: By the operation of the Glasgow Boundaries Act, 1912, the Electricity undertakings of the former Burghs of Govan and Partick were taken over by Glasgow and connected

:: Two hundred and twelve miles of Glasgow streets have been laid with mains, and extensions are being made daily, but it can be understood that mains are not laid recklessly in streets where there is likely to be no demand. Half of the capital of the undertaking consists in these mains. ::

:: It has been stated that the history of the department is one of progress. In 1897 it was found that the Waterloo Street Station was getting overloaded, and ground was purchased for two stations. An area of 21,026 square yards was purchased on the banks of the Forth and Clyde Canal at Port Dundas, and 8926 square yards was purchased at Pollokshaws Road near Eglinton Toll. The buildings on the Port Dundas Station have been erected in three sections. The first in 1900, the second in 1904, and the third in 1909-10. In 1890 direct current alternators by various makers, and all coupled to reciprocating engines, were installed, and they did their work faithfully and well. The

up with the Glasgow system. The number of consumers and capacity of plant in these works as at 4th November, 1912, were :—

				Consumers.		Capacity of Plant.
Govan	..	..	..	1515	..	4000 kilowatts.
Partick	..	..	..	2153	..	2500 „

: : The figures previously given refer to the combined undertaking as at 31st May, 1913. : :



ST. ANDREW'S
CROSS
ELECTRICITY
WORKS

❧ A Note on Literature. ❧

* * * * *

THE atmosphere of Glasgow is not quite suitable for the nurture of literary genius. That is true of all great commercial and industrial towns. The best brains cultivate the fine arts and crafts rather than literature. Nowadays, when everybody can write, there is little credit in the making of books, and less money. Consequently, though in these places painters of portraits and sheep-scape scenes and printers of gorgeous editions of classics of the "hundred best books" order may flourish, and inventors, mechanics, and mathematicians of talent be certain of their reward, those feckless persons who cultivate the unprofitable and unproductive art of style, and grow grey in the hunt for the missing word, will receive encouragement only from a discerning few until such time as their work is hall-marked by the Metropolitan critics. That is waiting for a day which most authors never see. Sometimes it does occur that the carat of the gold is admitted while still the "lad o' pairts" remains at home—but very seldom. He himself does not expect any such miracle to happen in the land of his nativity. Even before razor has touched his chin, the embryo poet and romancer "hauds Sooth," to the land of the fabled golden fleece. There, with the easy optimism of unballasted, inexperienced youth, he thinks he has only to search and he shall find. He does search ardently, longingly; but the usual ending is that after a few years of travail he resigns himself to obscurity and a subordinate post on the literary staff of "The Currier and Leather Retailers' Gazette!" ::

:: Many local poets have believed themselves called to England, but few have been chosen. Thomas Campbell alone remains a fixed star; James Grahame's "Sabbath" accumulates dust even on the book-shelves of the pious; the name of Robert Buchanan is already a vague Maiden Lane memory, and the "Book of Orm" is unread. John Gibson Lockhart is still famous, but it is as the biographer of his father-in-law (Sir Walter Scott), not as a creative artist. Few indeed of the literary celebrities popularly associated with Glasgow were born in the city. Certainly not Dr John Moore, of "Zeluco" fame; or "Christopher North," who lives by virtue of the "Noctes Ambrosianae"; or John Galt, who painted old-time Glasgow with pre-Raphaelite minuteness in "The Entail"; or Alexander Smith, the neglected author of "Life's Drama" and "Alfred Haggart's Household"; or David Gray, the poet of "The Luggie"; or William Sharp (otherwise Fiona Macleod), Celtic Minstrel; or the prematurely fallen Snell Exhibitioner, George Douglas Brown, who almost achieved greatness with his "House with the Green Shutters"; or that master of hauntingly melodious prose, Robert Cunningham Graham; or Neil Munro, of "John Splendid" and "Jimmie Swan" celebrity. Smollett

was apprenticed in the Saltmarket; De Quincey lodged temporarily in Rottenrow; Dr Thomas Chalmers was Minister of St. John's Church (with Edward Irving, whom he did not admire, as his Assistant); the great Norman Macleod was for many years Minister of the Barony Parish; and the name of John Caird, brother of the Master of Balliol, is associated both with Park Parish and the University—but none of these was Glasgow-born. Nor, jumping back more than a couple of centuries, was the doughty cleric, Zachary Boyd, whose "Last Battelle of the Soule" and "Zion's Flowers" now rank among the curiosities of literature of "gutter bluid" extraction. ::

:: A few notable names other than those already cited, however, fall to be included in the list of distinguished natives—among them Mrs Grant of Laggan, whose "Highland Laddie" is still sung; William Motherwell, the writer of the beautiful lyric "Jeanie Morrison"; William Glen, author of the exceedingly popular lament "Wae's me for Prince Charlie"; and Alexander Rodger (Sandy Rodger), who achieved distinction by "Robin Tamson's Smiddy" and as editor of "Whistle Binkie"—in which collection will be found specimens of the work of all the "minors" of the period. William Black was born in the Trongate, and began life as a reporter on a local paper. This position he vacated through his falling in love with a fascinating young actress, whom he followed to London, where, after some further press experience, he began his long and successful career as a novelist. Whether Charles Gibbon (or M'Gibbon) was a native of Glasgow is uncertain, but he is reputed to have made his first essay in romance in a room above the Olive Branch Tavern, in the Trongate. Gibbon was subsequently the "favourite novelist" of Queen Victoria, but this perhaps is not a supreme test of merit. Robert Barr, the author of "The Victors" and "The Mutable Many," belongs by birth to the city, but he was carried to Ontario while still a child. Many other natives are at present engaged in writing fiction, but so far none of them has attained anything like the same amount of popularity as Mr Barr. ::

:: It must not be supposed, however, that because Glasgovians do not shine in the department of "belles lettres" the community, as a whole, scorns books and bookmen. The records of the University and the printing press show this idea to be utterly erroneous. As printers, the brothers Foulis were as artistic as the Aldi and Elzevirs, and during the greater part of the eighteenth and nineteenth centuries the reputation of a host of the members of the High Street professoriate was European. Included in the galaxy are Francis Hutcheson, Thomas Reid, Adam Smith, Sir William Hamilton, Robert Simson, John Millar, John Pringle Nichol, George Gilbert Ramsay, and Lord Kelvin. ::

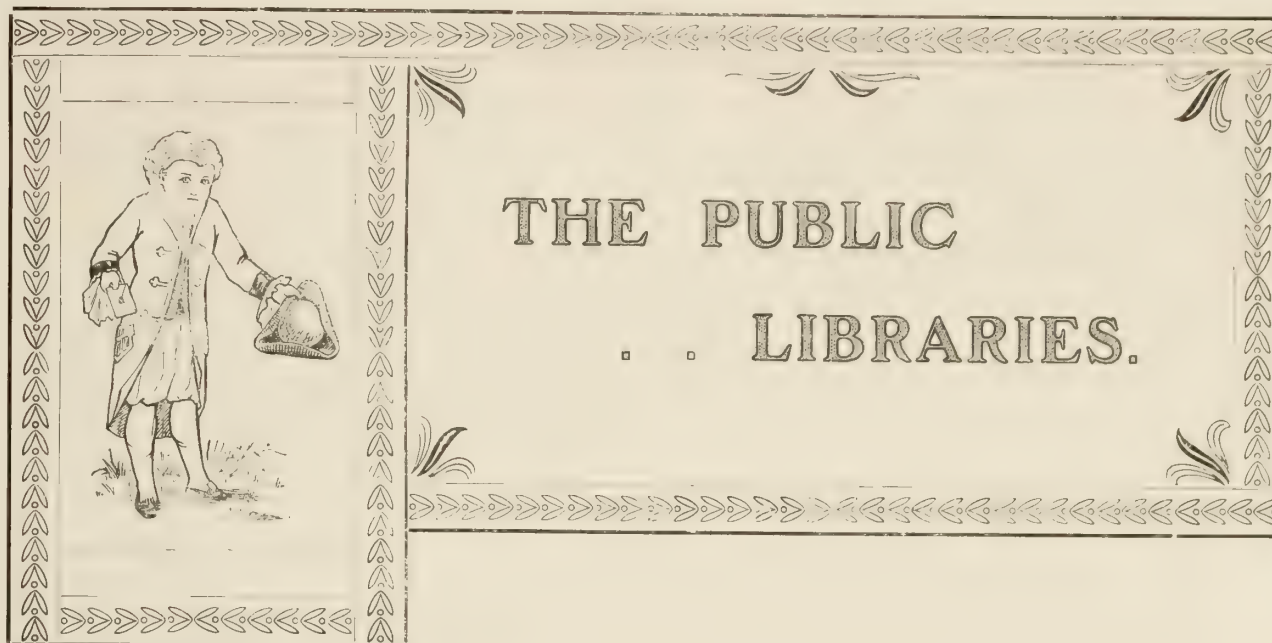
:: Book-printing has been one of the staple industries of Glasgow for centuries. During the Civil Wars, and for some generations afterwards, the produce principally consisted of savagely polemical treatises and tracts and dreary collections of sermons, with, of course, a few works of a topographical, archæological, and historical nature, which are now very valuable on account of their rarity. The output of books of the last description is still considerable, the work of research among the records of the past pleasantly occupying the leisure hours of some of the finest intellects of the city. ::

∴ Ever since Glasgow grew rich there have been notable book-collectors in the community. Whether the taste was originally fostered by the Foulis's, or whether the civic wealth made possible the productions of their press, is still a debatable question. To-day, however, though there are no local printers equal in fame to the brothers, not a few private citizens possess finer libraries than are to be found anywhere out of London. That of one resident, whose name is utterly unknown in the street, is reputed to be worth £40,000. Probably there are others even more valuable. It is to be feared, however, that, as a class, bibliophiles care more about the imprint and the binding of their books than they do about the contents, and that most of the genuine book-lovers are those persons of meagre purse who haunt the shops of second-hand dealers and others who stock Collins's and Nelson's cheap reprints, and the "barrows" in Clyde Street. Beyond doubt, Glasgow is a city of book-buyers. It is a pity, however, that there is no data from which one could calculate the proportion of books bought to be used as presents and books bought to be read by the purchasers. ∴

∴ At the present time, as the membership of the Ballad Club testifies, Glasgow might be described as a "cage of singing birds." Many of the minstrels pipe sweetly, although there is little distinction in the note. The prose writers are of infinitely more account. Few of them are professional makers of books. That, nowadays, is a discredited and impoverished industry unless a writer's genius is strong enough to break through the barriers erected by the popular dread of originality and novelty, or sufficiently marked by pretentious fluency of expression and commonness of thought to make its appeal to the "great heart" irresistible. The writers to whom we particularly refer are nearly all "on the press," or connected with the press. Apart from the very able and sometimes brilliant general literary articles in the "Herald" on Saturday, a multitude of exquisite trifles appear from week to week all the year in the columns of the morning and afternoon papers. The majority of the authors will never be heard of outside the circle of their friends. Writing is not their *metier*. It is simply the solace of their evening or Sunday leisure. That practically all the host should publish under the semi-anonymity of initials is a certain sign that the writers are amateurs. Perhaps it is better that they should keep to initials. When the amateur feels that he must really sign his name, his admirers will probably find that much of the virtue has departed from his work. ∴

G.





GLASGOW is now fairly well provided with Public Libraries, which are administered by the Corporation under the able and experienced direction of the City Librarian, Mr Francis Thornton Barrett, LL.D. At present the District Libraries number sixteen, but under the provisions of the Glasgow Boundaries Act, 1912, branches will be opened in due course in Govan, Partick, Whiteinch, Shettleston, and Pollokshaws. ::

:: In 1899 a local Bill passed Parliament which contained clauses conferring on the Corporation powers very similar to those which would have been acquired by the adoption of the Public Libraries Act, and a scheme for the establishment of eight libraries was adopted. At this juncture Mr Andrew Carnegie, LL.D., of Skibo Castle, made the munificent offer of £100,000—the sum required to carry out the proposal—and as a result the Corporation decided to increase the number to fourteen. Two others were subsequently added—the one at Kinning Park and the other at Pollokshields. The total number of volumes in these libraries is about 175,000, the average in each ranging from 8000 to 16,000 volumes. ::

:: The other Libraries managed by the Corporation are The Mitchell Library; Stirling's Library; the Rankin Reading Room, Whitevale; the Elder Library, Govan; and the Couper Institute Library, Cathcart. Altogether the Corporation's Libraries contain approximately 430,000 volumes, so that the municipal system is the second largest of the kind in the United Kingdom. ::

:: The Mitchell Library, which is one of the most celebrated in the country, was founded by a bequest of an eminent merchant, Mr Stephen Mitchell, tobacco manufacturer, who died in 1874. By his will he left the residue of his estate, which amounted to £66,998 10s 6d, to establish a Public Library in the city—chiefly for purposes of reference and consultation—to which the public were to be freely admitted. In 1876, when the principal had increased to £70,000, the Corporation proceeded to carry the testator's desires into practical effect, starting in a building at the corner of Ingram and North

THE PUBLIC
LIBRARIES

THE MITCHELL
LIBRARY



Albion Streets with 15,000 volumes in the Library Department and 130 selected periodicals in the Reading-room. Dr Barrett (who had been for eleven years Sub-Librarian of the Reference Department of the Birmingham Public Libraries) was appointed Librarian. He entered on his duties in March, 1877, and the Institution was opened by the Lord Provost (Sir James Bain) in November of the same year. ::

:: Almost from the first the accommodation was overtaxed, and as years went on the congestion became extreme. In 1889, however, the Library Committee acquired the old quarters of the Corporation Water Department at 21 Miller Street. After being reconstructed, the new premises were opened by the late Marquis of Bute in October, 1891. The Library then contained 89,000 volumes. ::

:: Some years later the remarkably rapid growth of the Institution made another change of headquarters inevitable. It was found impossible to house the Jeffrey Collection—which was bequeathed in 1902—adequately in Miller Street, so a site for a brand new Library was selected in North Street, near Charing Cross, and here (from designs of Mr William B. Whitie, F.R.I.B.A.), at a cost of upwards of £100,000, including site, was erected one of the most magnificent edifices in the city. The memorial stone was laid in September, 1907, by Dr Andrew Carnegie, and the Library was opened in October, 1911, by the Earl of Rosebery. In addition to the Jeffrey Collection the Library includes the Moir Collection, and contains altogether fully 200,000 volumes, adequately representative of every branch of literature, except prose fiction; with very valuable special collections of books dealing with Glasgow or printed in Glasgow, editions of the works of Robert Burns and books relating to his life and personality, Scottish poetry, history, topography and genealogy, the Covenanters and Covenanting period; and a magazine

THE PUBLIC
LIBRARIES



ANDERSTON
DISTRICT
LIBRARY



POLLOKSHIELDS
DISTRICT
LIBRARY

THE PUBLIC
LIBRARIES

GOVANHILL AND
CROSSHILL
DISTRICT
LIBRARY



WOODSIDE
DISTRICT
LIBRARY



THE PUBLIC LIBRARIES

room containing a selected collection of upwards of 600 magazines representing all classes of subjects in literature, science, and art. ::

:: Stirling's Library, which contains about 50,000 volumes, many of them rare and very valuable, was founded by Mr Walter Stirling, merchant, Glasgow, in 1791. The Library was taken over by the Corporation in 1912. For the first 80 years of its existence it was the only library in the city open to the general public. The collection has now been removed to 21 Miller Street—the former quarters of the Mitchell Library—and reorganised as a lending and reference library, with a general reading-room and a reading-room for ladies. Here, too, has



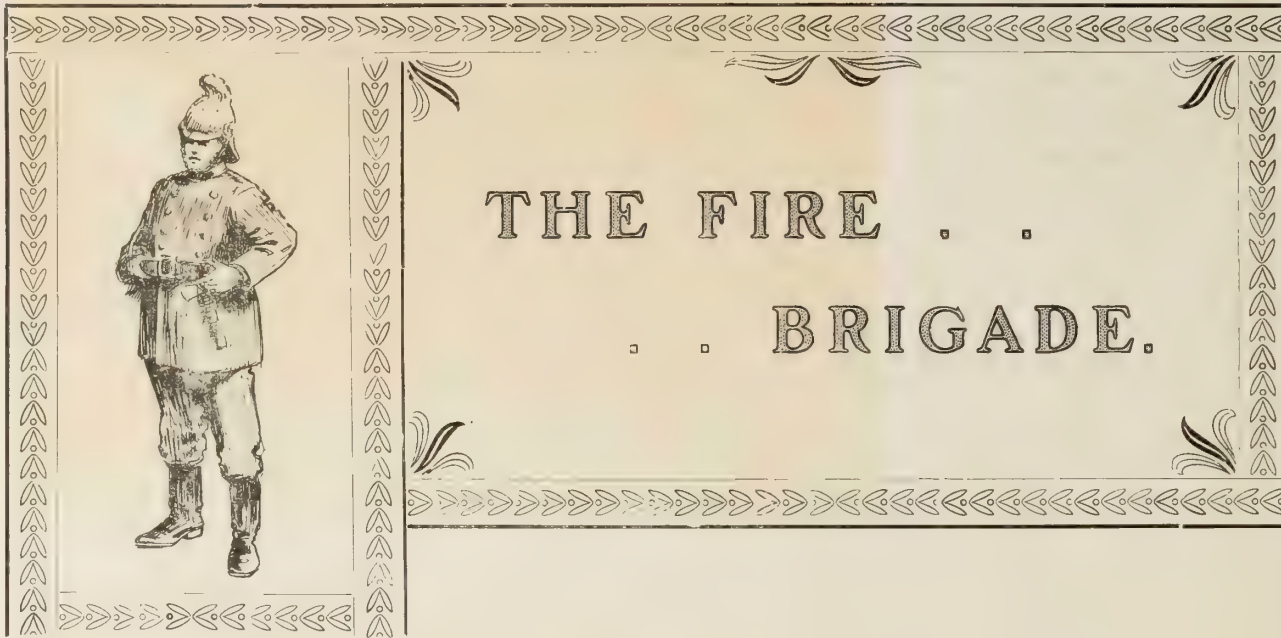
KINGSTON HALLS
AND LIBRARY

been placed the large collection of specifications and other publications relating to public inventions, which the Corporation deposits at the Library. ::

:: Baillie's Institution, 153 West Regent Street, is managed by a Board of Governors, with Mr J. C. Ewing as Librarian. It was founded in 1863 by Mr George Baillie with the object of "aiding the self-culture of the working-classes by furnishing them with accommodation for reading books." The Reference Library, which was opened in 1889, contains 26,000 volumes. It is now principally used by students, journalists, and other persons of the educated classes. ::



THE FIRE BRIGADE



THE cause that led to an organisation for the extinction of fires in Glasgow was the conflagration of July, 1682, which destroyed practically one-third of the city. It was not, however, until 1687—five years later—that any record can be found of a fire engine having been acquired by Glasgow. At the beginning of last century Glasgow did not possess a permanent fire brigade. The then Firemaster, or Superintendent of Fire Brigade, was employed during the day as a slater, and was at liberty to reside in any part of the city he pleased. The firemen, who were all employed and remunerated on the auxiliary basis, a system which obtains in many villages and towns at the present time, were engaged during the daytime at their several occupations. When a fire broke out in any part of the city, the men were summoned by the beating of a large drum. There were, at that time, six manual engines, but these, of course, could not be used for conveying the firemen to the fire. In spite of this fact, no provision whatever was made for horses, and in many instances these manual engines were drawn along the streets to the fire by the firemen themselves. This, coupled with the arduous task of working the manuals on arrival at the fire, was a somewhat severe tax on the energies of the men, and compared with the present rapid means of transit, it will be at once



OLD MANUAL
FIRE ENGINE,

Which has not been
used for thirty years

realised that much valuable time was lost. Notwithstanding these and other drawbacks, however, the Brigade of those early days rendered much important and heroic service. In the year 1815 it was decided that a Superintendent of Fire Engines should be

appointed, who would be required to devote the whole of his time to the duties of his office, and since that date the following gentlemen have been honoured with the appointment : — James Black, appointed 1st February, 1816; James Davidson, appointed 23rd September, 1824; Peter M'Gregor, appointed 25th July, 1833; William Robertson, appointed 5th June, 1835; Charles

Forsyth, appointed 13th December, 1847; Alexander Turner, appointed 5th March, 1849; James Bryson, appointed December, 1855; William Paterson, appointed 1st November, 1884; John M'Coll, appointed 1907; and William Waddell, appointed 1909, the latter of whom holds office at the moment.

::

:: Since those early days, the Glasgow Fire Brigade has maintained its place as one of the finest equipped fire-fighting organisations in Great Britain, and it is the opinion of many visitors who have been privileged to inspect the department in detail, that the Glasgow Brigade is certainly not excelled by any.

::

:: The policy of the Corporation, so far as the Fire Brigade is concerned, has always been one of progress and anticipation, and perhaps the following particulars will tend to shew the rapid strides which have been made within recent years, and at the same time demonstrate to readers the importance and magnitude of the department. In the year 1816 there were 152 fire-cocks distributed throughout the city, while at the present time there are about 8000. The total cost of upkeep of the department in the year 1820 amounted to £300; to-day it has reached a grand total of nearly £20,000 (exclusive of sinking fund). This sum falls upon the rates. The number of fires attended to by the Brigade in 1820 was 14, while for the year 1912 the Brigade responded to 1378 calls—a number likely to be considerably increased this year in consequence of the annexation of the burghs of Govan and Partick and other areas. The hose possessed by the Brigade in 1820 measured 450 yards, while at present the Fire Brigade has hose of about 15 miles in length. The greatest advancement, however, was made a few years ago, when the Fire Brigade brought the motor fire engine into requisition. Gradually horse haulage disappeared, and whereas the department but a few years ago possessed a stud of about 50 horses, only two are now in service, and these, in the course of the next few months, will also be disposed of in order to make room for a new motor hose tender. One point worthy of note is the latest enterprise of the Fire Brigade, namely, the building of their own motor vehicles. Not only is this step commendable on economic lines, but it will also furnish the firemen with a more comprehensive and complete



THE FIRE BRIGADE

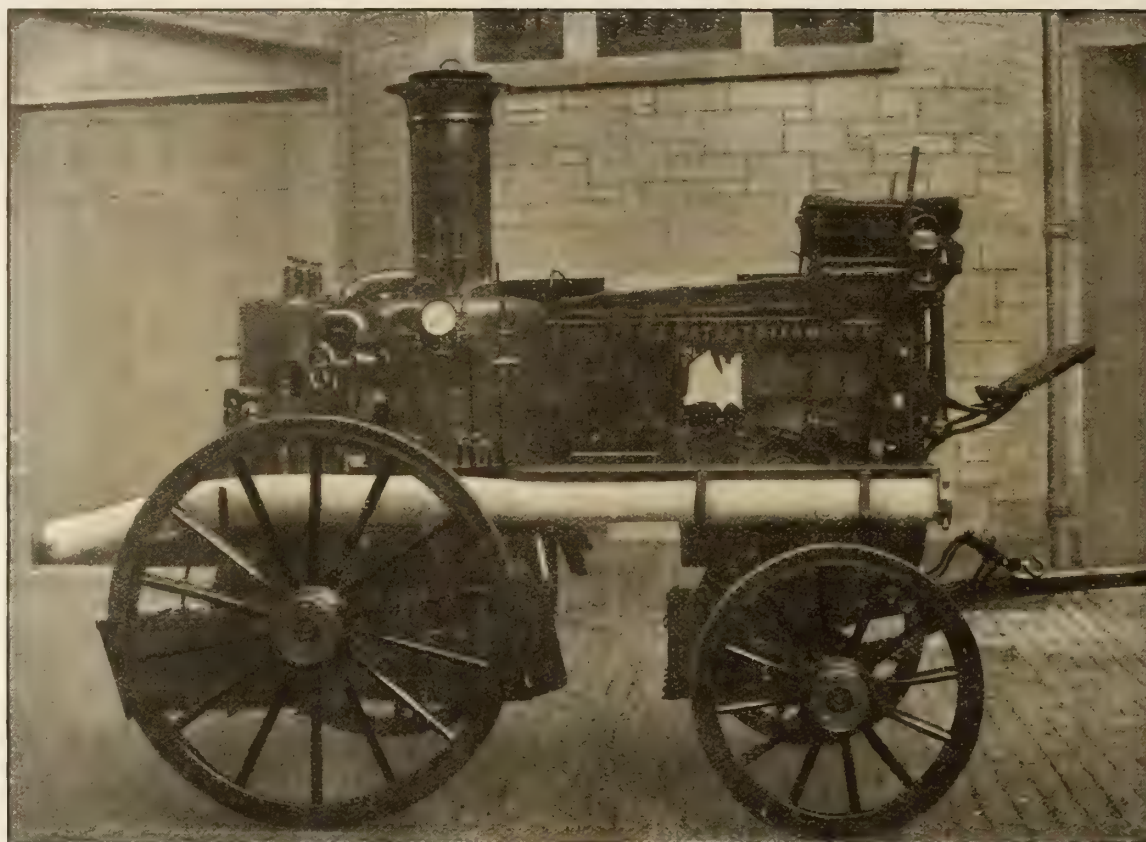
THE LAST OF THE HORSES—

The Hillhead First-aid
Machine, which will
soon be replaced by a
motor vehicle

THE FIRE BRIGADE

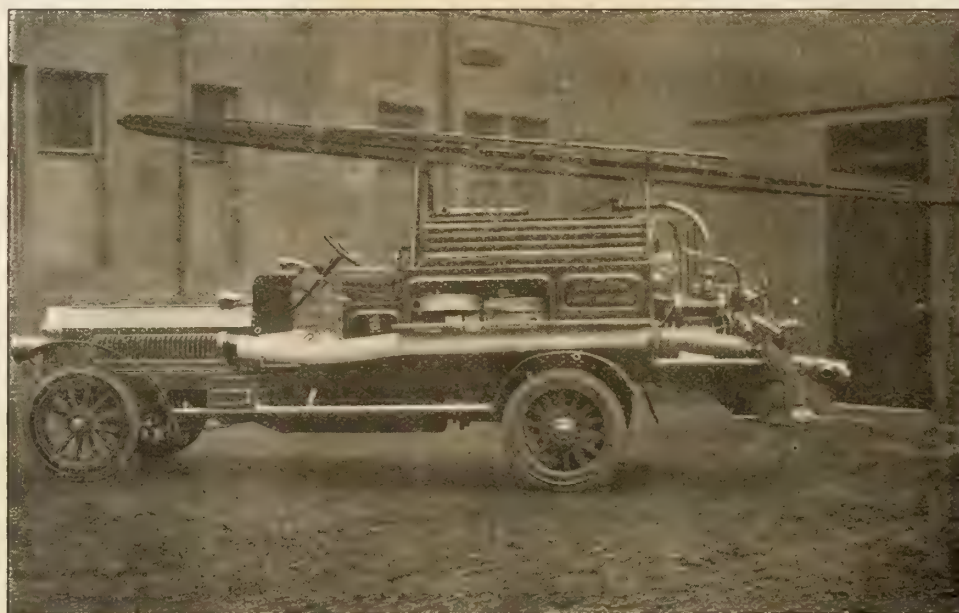
STEAM FIRE ENGINE,

Until recently used by the
Glasgow Fire Brigade,
but now superseded by
the Motor Pump



"DENNIS" 60-70 H.P. TURBINE MOTOR PUMP,

As presently used by the
Glasgow Fire Brigade.
Capable of developing
over 45 miles per hour,
and carries twelve men.
Weighs $5\frac{1}{2}$ tons, un-
loaded (without men)

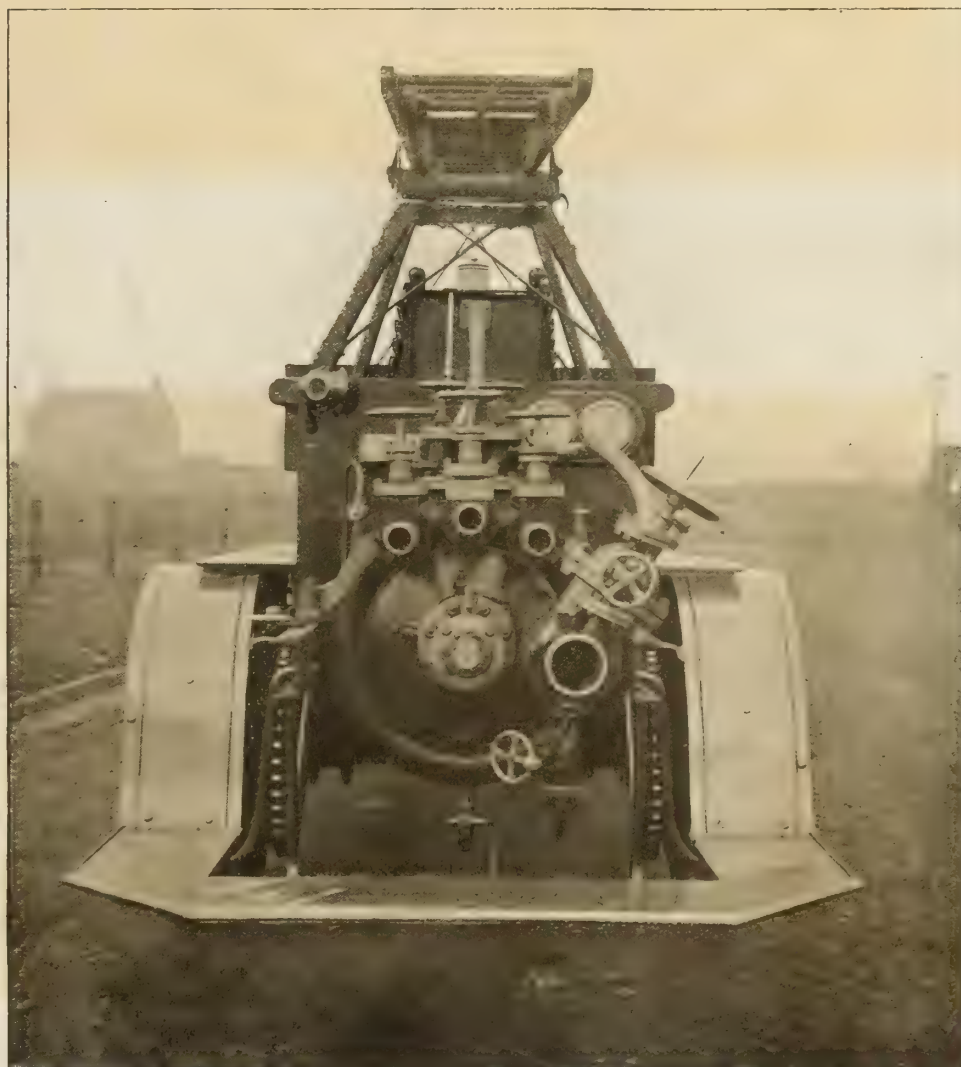


THE FIRE BRIGADE



"HALLEY" 60-70
H.P. MOTOR FIRE
ENGINE,

As presently used by the
Glasgow Fire Brigade.
Capable of developing
50 miles per hour, and
carries twelve men.
Weighs 5 tons 3 cwt
(without men)



"HALLEY"
MOTOR FIRE
ENGINE—

Back view, showing
mechanism

THE FIRE BRIGADE

"SIMONIS" PETROL-ELECTRIC TURNTABLE FIRE ESCAPE,

With 85-foot ladder,
and also portable 10-
foot ladder, bringing
total length to 95 feet.
Manned by four men,
and capable of develop-
ing 20 miles per hour.
Weight (unloaded), 6
tons 5 cwts

knowledge of the vehicles they are daily called upon to handle, and at the same time enable the department to keep in touch with the latest developments in motor haulage and vehicular construction. That portion of the buildings at headquarters in Ingram Street until recently used as a stable, has now been converted into a modern and up-to-date engineering shop. The machinery, which has been installed at considerable expense, is capable of undertaking all classes of motor repair work ; while, at the moment,



the Corporation has sanctioned the building of four hose tenders, and these are now in course of construction. The engineering shop is certainly a model one, the machinery consisting of two lathes, milling machine, drilling machines, grinders, planing machine, brazing forge, and many other items of equipment. Power is supplied by a 12-h.p. electric motor, and electric light is installed throughout. There are also two pits for facilitating the work of repair. In addition to the engineering shop, there is also what is termed the "electric shop," where all the fire-alarms are made and repaired. Among the other departments may be mentioned the shoemaker's shop, where the firemen are

THE FIRE BRIGADE

GLASGOW FIRE
BRIGADE
HEADQUARTERS—
CENTRAL FIRE
STATION,
INGRAM STREET



engaged making the boots as well as helmets required by the Brigade ; the fire-plug shop, wherein are stocked quite a large number of fire-plugs and valve hydrants, with testing pump, &c. ; the joiner's shop, the hose shop, where all hose is stored and repaired ; the plumber's shop, smithy, paint shop, &c. ::

:: The present headquarters of the Brigade were formally opened on the 1st June, 1900, by the then Lord Provost of the City—Mr (now Sir) Samuel Chisholm. It occupies about three-quarters of an acre of ground, which cost the Corporation the sum of £22,750, while the buildings accounted for a further £40,000. On the ground floor, to the right, are the watchroom and engine room, the latter having accommodation for four motor pumps. The Offices are to the left, and comprise the Chief Officer's Room, Officers' Business Room, and Clerks' Room. The engine room walls are lined with a beautiful selection of



ERECTING A CHASSIS

Firemaster W. Waddell
is standing on the left

THE FIRE BRIGADE

Grecian marble and polished granite, the floor being laid with oak blocks. Housing accommodation is provided for about 50 officers and men. ::

:: There are, at the present time, eleven Fire Stations—each, with the exception of Hillhead, possessing motor equipment—distributed throughout the city and outlying districts. The authorised strength of the Brigade at present stands at 195 officers and men, while the present fleet of fire vehicles numbers 21, made up as follows :—16 Petrol Motor Pumps, a First-aid Machine, a General Purposes Car, a Motor Extension Ladder, a Motor Hose Tender, a Chief Officer's Car. It is expected that by the end of this year this total will be increased to 24 vehicles by the addition of the hose tenders at present being constructed at the Central Fire Station. These hose tenders will be capable of carrying one officer and twelve men, 6000 feet canvas hose, ambulance box, and all other necessary gear. When fully equipped, each machine will weigh practically three tons, and will be able to develop a speed of about 40 miles per hour. The citizens display much interest in the work of the Brigade, large numbers of them visiting the various stations each year. Visitors to the city, from all parts of the world, on doing their round of visits to the various places of interest, invariably include the chief Fire Station in their programme. ::



THE PUBLIC PARKS.

* * * *

THE Public Parks and open spaces of Glasgow are perhaps more numerous than those of any other city of the same size in the world. Yet, with the exception of Glasgow Green, all of them have been acquired and laid out within the last sixty years. Exclusive of the large estate of Ardgool, in Argyllshire, and the playgrounds and open spaces in the city, the twenty-four parks within the boundary of Greater Glasgow cover an area of 1500 acres, the value of which may be roughly estimated at £1,300,000. In the present notes the parks are dealt with alphabetically. ::

:: Alexandra Park, on the north-east, lies between Cumbernauld Road and the Monkland Canal. It was laid out in 1866, and now covers an area of 98½ acres, with a pretty miniature islanded lake, a model yacht pond, a golf course, an open-air swimming pond, and two bowling greens. An open space is also provided for the playing of football and other games. ::

:: Balgray Pleasure Ground, Springburn, which occupies over two acres, was presented to the Corporation in October, 1912, by Mr Hugh Reid of Belmont. Part of the area was formerly occupied by slum property. It is provided with commodious shelters and appliances for children's recreation. ::

:: Bellahouston Park extended to 178 acres when purchased by the Corporation in 1895 at a cost of £50,000. Since then it has come within the boundaries of the city, and now embraces an area of 214 acres. A splendid view of the city and the surrounding country may be obtained from the hill in the centre. Bellahouston is undoubtedly one of the most delightfully rural of the city parks, and contains a nine-hole golf course. ::

:: The first Botanic Garden of the city, which was laid out in 1811 by the Royal Botanic Institution of Glasgow, occupied the site of the present Fitzroy Place at the west end of Sauchiehall Street. Owing to the growth of the city the ground was abandoned in 1839, in which year the directors bought the greater part of the land on the bank of the Kelvin which is now occupied by the Botanic Gardens. The expenditure involved was ruinously heavy, but in 1887 the Corporation relieved the directors of their burden. In 1891, on the annexation of Hillhead and Kelvinside, the gardens were conveyed to

THE PUBLIC PARKS

the Parks Trustees, at a cost to the city of £59,531. Considerable additions were made to the gardens between 1892 and 1896 by the purchase of the wooded slopes on the north bank of the Kelvin from Queen Margaret Bridge to Maryhill Railway Bridge; while the acquisition in 1900 of the south bank, near Kirklee, brought the area up to $43\frac{1}{2}$ acres. The scenery in the valley of the Kelvin, with its wealth of greenery, is exquisitely beautiful. The grounds have been laid out with remarkable skill, and contain a fine collection of plants suited to the climate, while a magnificent range of exotics fill the extensive conservatories. The principal conservatory is a miniature Crystal Palace, which is known as the Kibble Palace. ::

:: Cathkin Braes, an expanse of almost primitive hillside extending to 49 acres, picturesquely diversified by crag and knoll, clumps of woodland, and stretches of brush-wood, was the first park presented as a free gift to the city. The donor was Mr James Dick, who made the gift in 1886. The place is immensely popular as a Saturday afternoon and Sunday resort, and, though six miles from the centre of the city, is easily reached by car. ::

:: Elder Park, 35 acres in area, was presented to the Town Council of Govan in 1888 by the late Mrs John Elder, at a cost to the donor of £50,000. The Elder Free Library—also a gift of the same lady—is situated within the grounds. ::

:: Govanhill Recreation Grounds, which cover four acres, were purchased in 1894 for £12,000. The grounds are utilised for the recreation of children of both sexes. ::

:: Glasgow Green, the oldest and most historical of the “breathing lungs” of the city, has an area of 136 acres. The original Green was built over, but in 1662 the Town Council provided a more spacious commonity further up the river. Since then many improvements have been carried out, but the Green still remains the headquarters of what may be described as the democratic oratorical talent of Glasgow. In the Green there are six bowling greens, eighteen football pitches, and three gymnasia. The People’s Palace and Winter Gardens were opened in 1898. ::

:: Greenbank Park, Pollokshaws, has an area of $4\frac{1}{2}$ acres. ::

:: Kelvingrove Park was constituted in 1852, by the purchase of 66 acres at a cost of £77,945. Since then the area has been increased to 87 acres by the inclusion of the lands of Clayslaps, Overnewton, and Kelvin Bank. The magnificent Art Galleries occupy a site in the beautiful park, which is bisected by the river Kelvin, with the University crowning the eminence in the background. In this park there are four bowling greens. Bunhouse Recreation Ground, which embraces $6\frac{1}{2}$ acres and cost £30,000, adjoins the park. It was acquired in 1895, and the capital expenditure now amounts to nearly £60,000. ::

:: Maryhill Park is $5\frac{1}{2}$ acres in extent, and was bought in 1892 at a cost of £2089. ::

:: Maxwell Park was gifted to Pollokshields by Sir John Stirling Maxwell in 1888, and when that burgh was annexed in 1891, the park was transferred to the Corporation of Glasgow. It extends to 21 acres. ::

:: Plantation Park extends to $7\frac{1}{2}$ acres. It was acquired by the Govan Burgh Commissioners in 1889, and is now provided with a couple of bowling greens and children's playgrounds. ::

:: Queen's Park is one of the finest of the city's public pleasure resorts. The original extent was 143 acres, part of which was feued, and the cost (£30,000) has been practically recouped. With the addition of Camphill—58 acres—the total is now 148 acres. The old gardens of Camphill House, and the extensive range of greenhouses, are open to the public daily. The park is equipped with three bowling greens, twelve football pitches, and two ponds, the larger of which is used for model yacht sailing. ::

:: Richmond Park occupies part of the south bank of the Clyde—opposite the historic Fleshers' Haugh, Glasgow Green. It cost £44,000, but owing to the marshy nature of part of the ground the expenditure in the laying out has been very heavy. The pond is the largest of any in the city parks. Two bowling greens are being formed, and will be open for play in 1914. ::

:: Rouken Glen Park, though six miles from the city centre, is particularly easy of access by cars, which run to the gates by way of Thornliebank and Giffnock. The park was formerly part of the Thornliebank Estate, and in 1904 it was purchased by Lord Rowallan (then Mr A. Cameron Corbett, M.P.), for £24,000, and presented to the city. Originally the area was 146 acres, but certain additions have since been made, increasing the extent to 220 acres. Rouken Glen is undoubtedly the most picturesque of the public parks, the principal feature being the romantic glen itself and the Rouken stream and waterfall. Part of the mansion-house of Thornliebank, which was included in the gift, is used as a tea-room. ::

:: Ruchill Park, out Maryhill way, was acquired in 1892 for £35,000. It extends to 53 acres, and the cost of laying out the ground brought the expenditure up to £58,823. The attractions include two bowling greens, and quoiting and football pitches. ::

:: Springburn Park, which is 300 feet above sea-level, was acquired in 1892, and though then it was somewhat bare and windswept, it now presents a very attractive appearance. The park embraces $77\frac{1}{2}$ acres, and is equipped with two bowling greens, model yacht pond, two ornamental ponds, and also football and cricket pitches. The family of the late Mr James Reid presented the spacious Winter Gardens, which were opened to the public in 1902. ::

:: Tollcross Park, in the extreme east of the city, was bought in 1897 for £29,000, and is $83\frac{1}{2}$ acres in extent. The development of the park was somewhat easy, as the grounds were well laid out by a former proprietor. The equipment includes two bowling greens, pond for water fowl, and a nice block of glass-houses, which are open to the public. The glass-houses and collection of plants left to the city by the late ex-Bailie A. G. M'Donald were transferred to Tollcross, and formed the nucleus of the collection. ::

:: Victoria Park, Partick, was acquired by the Town Council of Partick in 1888. The extent was then 46 acres, but additions made in 1894 and 1909 bring the total up to 60

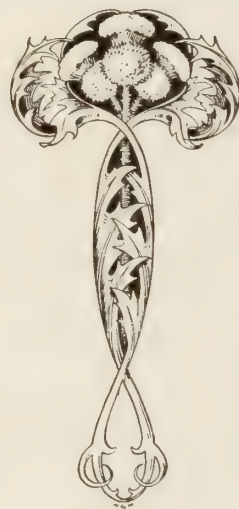
THE PUBLIC PARKS

acres. The park is noted for its Fossil Grove, in which may be seen some remarkable specimens of fossilised tree-roots. There is a splendid pond in this park, three bowling greens, and three football pitches. ::

:: Meadowside, Dowanhill, and Cross Parks, which extend to 2, $2\frac{1}{2}$, and $3\frac{1}{2}$ acres respectively, are useful places for children; while in the first-named there are two bowling greens. ::

:: About 120 acres of the Pollok policies were granted for ten years to the Corporation for the use of the public by Sir John Stirling Maxwell, Bart., who has recently presented a plot of thirteen acres to form a park in the Newlands district, now incorporated within the municipal boundary. ::

:: Besides the above, there are also about forty small open spaces and playgrounds under the Parks Department; while, under the Health Department, there is provided somewhere about eighteen playgrounds for children, and that number is being increased as opportunity offers. ::



Glasgow's Plays and Amusements.

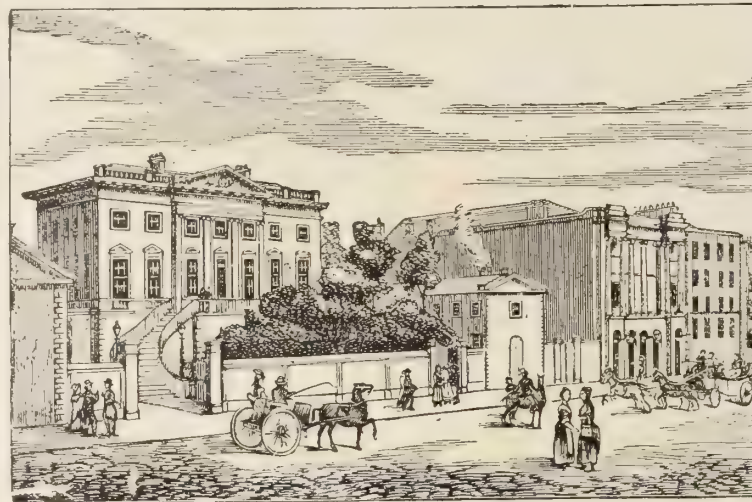
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By T. C. F. BROTCHE, F.S.A. (Scot.).

IN January, 1782, the first Theatre built within the bounds of Glasgow opened its doors to the public. Dunlop Street was the scene of this historic venture. According to contemporary records, it was an elegant structure, with a piazza supported by Doric columns, lending grace and gaiety to the frontage. Glasgow was indebted for this addition to her social life to the enterprise of John Jackson, Manager of the Edinburgh Theatre Royal, where he had introduced such "stars" as Mrs Siddons, Mrs Baddeley, and John Henderson—the "Bath Roscius." The *literati* of the capital applauded; the clerical party stood aghast. Scotland had not yet emerged from the puritanic shadow of the Reformation, when "games and plays of quhatsoever kynd" were regarded as of Satanic origin, and looked at askance by peer and peasant. Jackson was not permitted to run his Theatre without opposition. With tact of a rare order he addressed a letter to his opponents, clerical and lay, asking them not to molest him in the pursuit of his profession, for "he means to deport himself with the greatest deference to yours. The son of a clergyman, and brought up for Holy orders, he will ever pay honour to the sacred characters of that order. Let it be your study to preach sanctity without austerity, for be assured, wherever compulsion or restraint accompanies admonition and advice, the senses take alarm, and Nature and Reason, rebellious under restraint, begin to neigh and to confute the unreasonable dictates of authority." This appeal to common-sense and straightforward dealing won the day. The "unco guid" retired to their dovecots, and Jackson finished his playhouse, the cost being some £3000. On March, 1782, Glasgow was visited by one of those terrible inundations for which the Clyde was notorious in past times. The suffering which followed these visitations was very great. Jackson saw his opportunity, threw open his theatre for a benefit performance, and so disarmed the remnant of the opposition to this venture, who had been afraid to recognise that, although a relative of Belial, there was something akin to true religion about the play-actor. The "glorious Siddons" was the first star which shone on the boards of Dunlop Street. She appeared there in 1785, and scored a great triumph. Tradition has it that on one of her performances an individual in the gallery was so enchanted that he exclaimed, "Man! she's a fallen Angel." The thunders of applause which followed showed how "the house" appreciated the point. Jackson was a man of many parts. He managed theatres in Edinburgh, Aberdeen, and Dundee, in addition to the Dunlop Street house. He was doing too much, hence it is not surprising to know that in 1790 he became bankrupt, and the Glasgow theatre was taken over by Stephen Kemble. Apart from theatrical work, Jackson found time to

GLASGOW'S
PLAYS AND
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DUNLOP STREET
THEATRE, 1790.



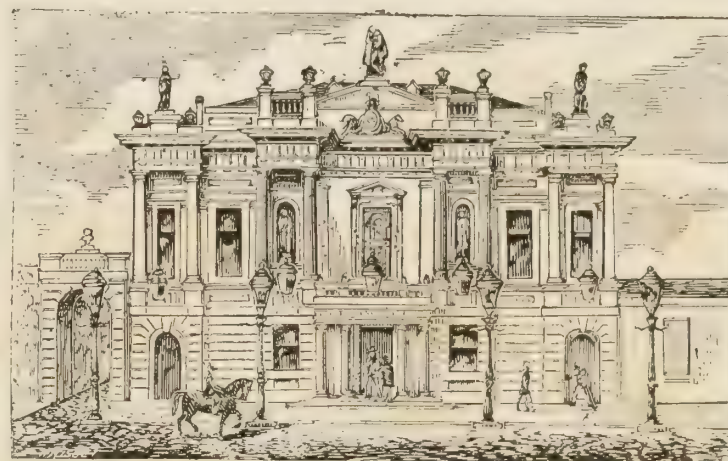
write a gossipy chronicle which he published as a "History of the Scottish Stage": it is now much valued by collectors. We find him again on the stage about 1800. Glaswegians may well keep his name in fond memory, for he did the rising city a distinct service by brightening its social life and throwing a little colour into the drab greyness characteristic of the closing years of the eighteenth

and opening decade of the nineteenth centuries. Jackson died in 1806; and the year before his decease he opened a handsome new theatre in Queen Street. ::

:: The conditions preceding the epoch-making event of the opening of the Dunlop Street house are reflected in a Magisterial edict issued in July, 1670, interdicting "strolling stage-players from running through the streets and performing plays in private houses." By 1734 the Magistrates so far unbent as to agree that "Daniel Burrell, dancing master, be paid by the town to him yearly ten pund sterling."—(Renwick Burgh Records, 1708-38.) Burrell had a hall in "Burrell's Close," a passage off Duke Street, and the news-sheets of the period tell us that not a few wandering companies gave performances on that primitive stage. But the first edifice exclusively devoted to regular theatrical representations made its appearance in 1752. This was a wooden booth built against the wall of the Bishop's Palace, near the Cathedral. By the Zealots it was at once named "The Devil's Home," and when George Whitefield, the great clerical luminary of his day, visited Glasgow, his eloquence roused the religious frenzy of the people, who swept down upon the unfortunate apology for a theatre and razed it to the ground. Thus perished Glasgow's first playhouse. ::

:: Twelve years elapsed before another venture of the kind was undertaken. In 1764, five young and rich merchants—W. M'Dowall of Castle Semple, William Bogle of Hamilton Farm, John Baird of Craigton, Robert Bogle of Shettleston, and James Dunlop of Garnkirk—feued a bit of land at the village of Grahamstown, which stood where Hope Street joins Argyle Street, then a considerable distance from the city, and to which a pleasant country walk along the tree-bordered Dumbarton Road was a favourite Sunday afternoon recreation. The enterprising quintette had to pay an exorbitant price for the Grahamstown land, the proprietor telling them bluntly that "as it is intended for a Temple of Belial, I'll expect an extra sum." They had to yield, as neither magistrate nor private citizen would sell, feu, or lease grounds for a theatre within the city. The theatre was finished. It was to be opened for the celebrated

Mrs Bellamy, then one of the highest stars in the dramatic firmament, and "the only successful rival of Peg Woffington." Alas! for the hopes of the promoters. A fanatical Methodist preacher incited the mob on the evening preceding that fixed for the inauguration. "Satan's Temple must be destroyed"—and destroyed it was, the stage properties, dresses, and other effects



QUEEN STREET
THEATRE, 1828.

being reduced to ashes. Mrs Bellamy was a woman of rare spirit. Despite the calamity, she insisted on keeping the engagement. Workmen toiled all night to remove traces of the fire, and prepared a new stage. The nerve of the actress turned the popular feeling in her favour. She dressed in a room at the Black Bull Inn—the same building is now occupied by Mann, Byars & Co., the great drapery firm—was carried in a Sedan-chair to the Grahamstown Theatre, appeared in the comedy of the "Citizen" and the farce of the "Rich Doctor," scored a brilliant success, and was "escorted back to the Black Bull by the Town Guard." The theatre led a more or less precarious existence till 1780. Popular prejudice was still strong against all plays and players. On the 5th of May in that year it was burned to the ground. "I was present at the fire," says Cleland in his Annals, "and I heard the magistrate direct the firemen to play on the adjoining houses and never mind the playhouse"—a remark pregnant with the narrow prejudice of the age. The next venture was Dunlop Street Theatre, already mentioned. ::

:: We take up the thread of the story at the Queen Street Theatre. It stood on the west side of the street, and on the spot now occupied by the block of buildings extending from Exchange Square to St. Vincent Place. The quaint illustration to this article gives a good idea of the character of the architecture, and incidentally, it shows how vast has been the change wrought in the appearance of Queen Street during the past century. In "Glasgow Delineated" it is described as the largest provincial theatre in Europe, accommodating 1500 persons, and netting, when full, £260. The scenery was by the celebrated Edinburgh painter, Naismith, and the drop act, a magnificent view of the Clyde from Bowling to Dumbarton, is said—by M'Kenzie—to have been from the brush of Sir Henry Raeburn. The Queen Street Theatre played a large part for many years in the changing and developing life of the city. On its stage appeared some of the greatest actors of the day. Indeed, the names of the brilliant galaxy who "strutted and fretted" their brief hour on its boards comprise some which yet speak to us through the dim and fading curtain of the past—names which to this day we may conjure with—the Kembles, Cooke, Kean, Macready, the elder Mathews, Mrs Siddons, Miss Farren, "Handsome Jack"

Bannister, Miss Tree, Catalani, the great Emery, and Mrs Glover, whose son William became the celebrated scene-painter, and who still lives, an honoured citizen, in our midst. ::

:: The career of the Queen Street Theatre closed on the 10th of January, 1829, when it was burned to the ground. It is interesting to recall that "Rob Roy" was produced in Queen Street on June 10th, 1818, nine months before it was played in Edinburgh. It was a favourite piece with the Scottish audiences, and it was in this theatre on the 18th of June, 1818, that "Rob Roy Macgregor, or Auld Land Syne," was performed for the first time, with Mackay as the Bailie. A performance of the piece in Glasgow that created a furore took place in the old Prince's Theatre, West Nile Street, on February 4th, 1852, with Edmund Glover as "Rob Roy," Mrs Archbold as "Helen Macgregor," and Mackay as "Bailie Nicol Jarvie" (for the 1134th time). Mackay, according to Walter Baynham's interesting history "immortalised the part"; J. Howard's "Rob Roy" was very fine, as was also R. H. Wyndham's "Rashleigh"; while one of the most notable exponents of the part of "Francis Osbaldistone" was Sims Reeves. The older generation of Glasgow playgoers will conjure up a host of happy memories at the mere mention of the minor Scottish dramas and their actors in the days of their fathers: Mackay's "Jack Howison" in Cramond Brig, and Glover's "James VI.," Miss Arthur's "Queen" in Mary Queen of Scots, and Mackay's "Caleb" in Ravenswood. These dramas were all more or less adapted by W. H. Murray, and kept alive by the unrivalled acting of Mackay, who visited Glasgow up to 1852. His mantle fell on George Webster, then on W. Dobson, the last Scotch actor of note in these *roles* up to 1875, when James Houston and J. W. Gordon came to the front. ::

:: In 1825, another theatre was built and opened in Dunlop Street. It was named the "Caledonian Theatre," and the manager was Mr Frank Seymour, of Queen Street fame. When Mr Seymour was burned out of the latter in 1829, he opened a new theatre in York Street, for which he unsuccessfully claimed the patent of the "Theatre Royal." This house closed in a couple of years. On December 21st, 1842, the Adelphi Theatre was opened by Mr D. P. Miller, and by degrees attracted good audiences, proving a powerful rival to the Dunlop Street houses. Phelps in "Hamlet" and Fanny Kemble were among the "stars" who appeared at the Adelphi. The year 1845 saw additional opposition by the City Theatre, which was built on the Green by J. H. Anderson, the "Wizard of the North," but it was burned down after a life of six months. The same fate overtook the Adelphi in 1848; and in the following year Charles Calvert opened a new theatre on the site. It was christened "The Queen's," and existed till 1863, when it was also burned. About this time there also sprang into existence another minor theatre—the Prince's—which Edmund Glover managed, and which gave opportunity for the rise into popularity of Thomas Powrie, an actor who became prime favourite with Glasgow audiences. On Saturday evening, the 17th of February, 1849, there occurred the terrible Dunlop Street disaster, one of the most awful scenes in the annals of the theatrical world. A cry of "fire" aroused a panic in the theatre, which on that night was filled to overflowing, and in the wild rush which ensued for the street, the passage-ways became blocked, and seventy persons were trampled to death or suffocated. The shock of the catastrophe eventually killed the manager, the great John Henry

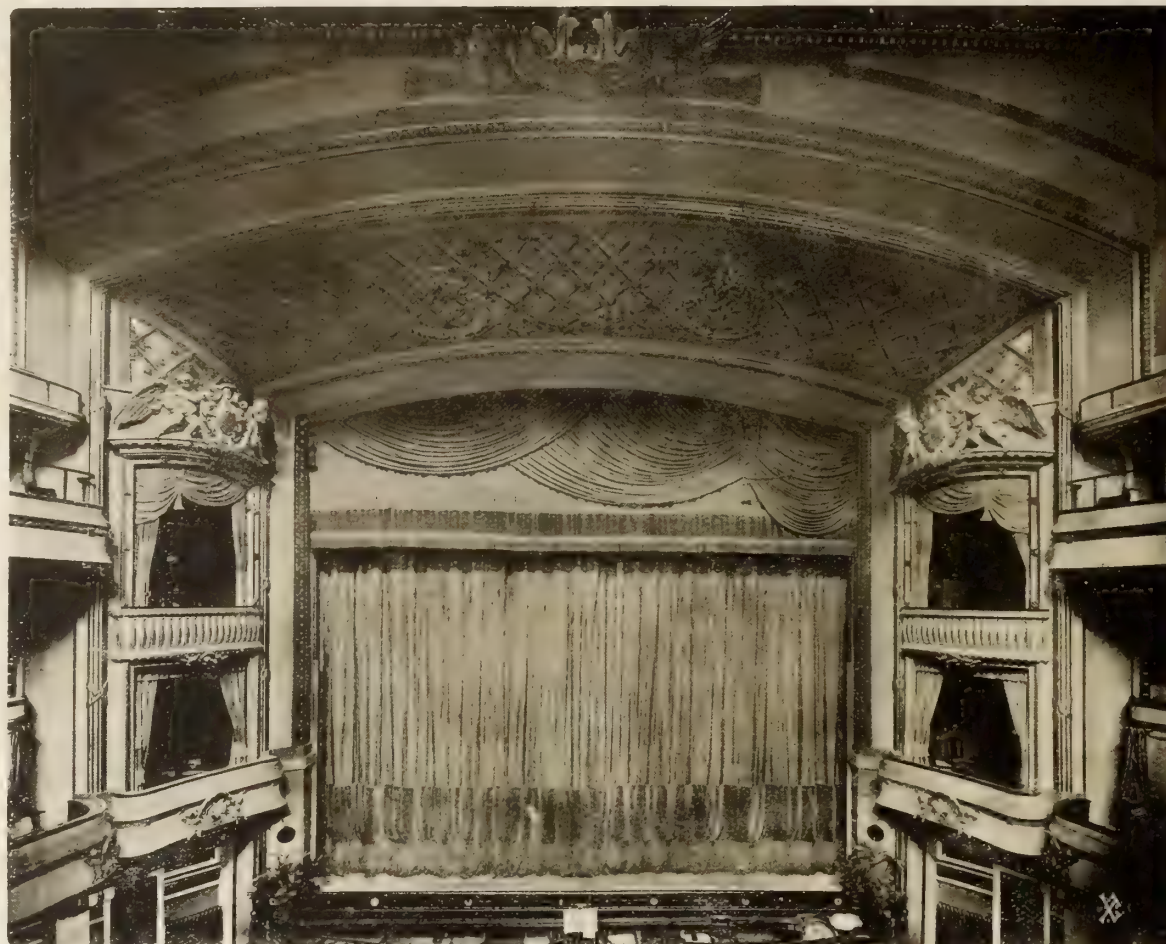
Alexander. Glover succeeded him, and during his regime Toole made his first appearance in Glasgow in 1858. Irving followed in 1860. The great tragedian, whose voice is a vivid memory to the present generation, played as "light comedian" during the entire season—these were, of course, the days of the stock company—filling such parts as Sir Charles Howard in "Little Treasure"; D'aubigne in the "Man in the Iron Mask"; and Macduff and juvenile parts in Shakesperian drama. ::

:: The historic Dunlop Street Theatre was burned down in January 1863, and with it practically closes the story of the early Glasgow stage. Times were rapidly changing, and the stock company of the old era gave place to the more popular touring system. After the destruction of the Dunlop Street house, a remodelled music hall in the Cowcaddens was known as the Theatre Royal until 1879, when it was destroyed by fire. Subsequently the present Theatre Royal in Hope Street was built. At the close of 1879 the Royalty Theatre, in Sauchiehall Street, was opened with a production of Offenbach's "Madame Favart," the leading members of the company being Miss St. Quentin, Fred Leslie, and Beerbohm Tree. The other existing Glasgow theatres are the Grand (originally the Prince of Wales), the Prince's, and the Metropole; also the Lyceum at Govan—all devoted more or less to melodrama; then we have the beautiful King's Theatre, opened in 1904, whose honourable record in keeping up the finest traditions of the Glasgow stage deserves to be acknowledged. A movement which it was hoped was destined to bring back the full glories of the past was the Repertory Theatre, the brief career of which was marked by an originality of production and the maintenance of a splendid æsthetic ideal that ought to have commanded success, but unfortunately failed to do so. ::

:: Passing reference must also be made to "Mumford's," the temple of the drama, established at the foot of the Saltmarket about 1836, which, as "a penny show," held its own for years, and must still be a happy memory of children's days to many Glasgow people. In Mumford's the audiences were treated to no milk-and-water fare. The full-throated and blood-stained melodrama was the satisfying meal provided. There was the bold, bad Baron with his ferocious scowl and ponderous sword, the brave and handsome hero, the white-muslined heroine, the pallid ghost, and the moated Grange. Early Glasgow got full value for the modest "wing"; Mumford himself was more than value for the expenditure. He was a thorough Bohemian and confirmed drouth. His favourite theme when under the influence of the "tippenny" was teetotalism. "If you knew," he hiccuped one day, whilst supporting himself by one of the posts of his theatre—"If you knew the advantages to be derived from abstaining from intoxicating liquor you would shun whisky (hic) as you would the very devil." "You're drunk yourself," shouted one of the crowd. "I know it," wailed Mumford, "but what did I get drunk for? Not for my own selfish gratification, but (hic) for your profit, that you might see what a beast a man is when he puts an enemy to his lips. I got drunk (hic) for your good." Mumford has long lain with his fathers, but his memory remains, a bright spot on the sombre hues of the toilers' past. With all his faults he was known to be honest and charitable—qualities that may justly cover a multitude of sins—and we can understand that when he "shuffled off this mortal coil," there were many of Glasgow's citizens who felt "they could better have spared a better man." ::

GLASGOW'S
PLAYS AND
AMUSEMENTS

THE GLASGOW
ALHAMBRA—
VIEW OF
PROSCENIUM



Photo—Lewis, Birmingham.

:: The most interesting development of recent years in Glasgow's *le monde qui s'amuse* is the cult of the Variety Theatre. Its brilliance has been in no way dimmed by the plethora of Picture Palaces that stud the principal thoroughfares of the city. The popular vogue of the latter has been intense, no doubt, but Vaudeville of the best school has won a place that cannot be challenged, and time will soon more sharply define the legitimate province of these two classes of entertainment, which seem in the meantime to be rivals for public favour. Among the variety theatres which have steadily pursued the highest ideals in Vaudeville is the beautiful Alhambra, in Wellington Street, on the site of the old Waterloo Rooms. This splendidly equipped and well-managed house has rapidly increased its popularity, and now claims, with good reason, to be "the resort of the *elite*." Mr Alfred Butt, of the London Palace Theatre, is managing director, and Mr Edward Foster ably officiates as manager of the theatre. It is generally conceded that the unique position this theatre holds in the city, and its popularity with the best of all classes, is largely due to Mr Foster's tact and organising experience. ::



GLASGOW'S RECREATIONS.

* * * * *

IN all great industrial centres recreation plays an important part in the life of the people. It is not otherwise in Glasgow. Within the past ten years the populace has shown a superlative interest in sport. Association Football is proving week by week a greater source of interest and attraction for the democracy. The workers of the city have become professional spectators. They do not engage greatly in pastimes, but they are wont to gather in thousands of a Saturday afternoon and cheer on their favourite elevens, be the weather favourable or otherwise. This engrossing interest in sport is said to be an aspect of the social problem. Be that as it may, the citizens dearly love to follow football; and they are as diligent in the pursuit of this form of pleasure as they are in business.

:: At one time the village of Renton was the nursery of Scottish football. Glasgow is now entitled to this honour. Within the extended area are some of the foremost clubs in Britain. The Rangers had a modest beginning in Kinning Park in the days when the amateur flourished. Now the club occupies a great enclosure at Ibrox, and draws its support from the densely populated shipbuilding centres in the neighbourhood. The Partick Thistle—which had their home for years at Meadowside—are now located at Firhill, a very commodious pitch in the north-western district of the city which has shown phenomenal development within the past few years. That highly successful team, the Celtic, still hold sway at Parkhead; while the Clyde—formerly “housed” at Barrowfield—appeal to a big following in Rutherglen and the east end generally. Third Lanark are still popular on the south side; while the Queen’s Park, now the only first-class amateur combination in Glasgow, enjoy enthusiastic support at Hampden. The amateur club owns the finest football enclosure in Britain. With the advance of professionalism there is keen rivalry between the clubs, but the premier honours are still shared by the Celtic and the Rangers, who constitute the finest “draw” in Scotland.

:: So far as Glasgow is concerned, Rugby remains the sport of the academies and the schools; and within recent years the city fifteens have taken no conspicuous place in the contests that count.

:: Cricket, too, is more or less an academic pastime, although the West of Scotland still contrive to maintain the status of the willow in Glasgow.

:: As an outdoor pastime Tennis has many devotees within the city, notably in Partick, Pollokshields, and Queen's Park, where the courts present a lively appearance during the summer months. ::

:: Next to Association football the citizens are specially concerned with Golf. Indeed, among the purely business people this is the sport of the hour. Numerous courses have been opened in the public parks, and certainly these have given an impetus to this form of open-air amusement. ::

:: Bowling has also become exceedingly popular with the citizens. In almost all the public parks greens have been laid out by the municipality; and these have doubtless contributed to the growing interest in the game. Glasgow is the home of many fine private greens, including those of the Bellahouston and Queen's Park clubs, which are beautifully situated. The extensive greens at Queen's Park are generally the scene of the Scottish finals and single-handed championships. ::

:: There are a few Shinty clubs in the city, but this form of sport only appeals to a limited class. ::

:: The academy girls have made Hockey their Saturday morning recreation, just as Association football has become a popular pastime with the boys in the public schools. ::

:: Of the indoor games Billiards take a foremost place, so much so that the most eminent cueists in the country have played in our midst, where there are many palatial saloons fitted with magnificent tables by Messrs Burroughes & Watts, Ltd., Sauchiehall Street, Glasgow, and enhanced by all their most up-to-date accessories. Billiards is ostensibly a young man's game, the apparent fascination of which "age cannot wither nor custom stale."



